Tacoma Dome Link Extension

Draft EIS Comment Summary Report

April 2025

SoundTransit

Table of Contents

1 INTRODUCTION 1

1.1 Project Update and Purpose of this Report 2

2 COMMENT PERIOD OUTREACH 4

2.1 Draft EIS Comment Period 4

2.2 Summary of Outreach and Participation 4

2.2.1 Coordination with Tribes 6

2.2.2 Coordination with Jurisdictions, Community Groups, and Organizations 6

2.2.3 Public Meetings and Hearings 7

2.2.4 Online Open House 8

2.2.5 Outreach to Minority, Low-Income, and Limited-English-Proficiency Populations 8

2.2.6 Informational Meetings with Property Owners and Businesses 9

3 COMMENT SUMMARY 10

3.1 Summary of Comments from Tribes, Agencies, and Jurisdictions 10

3.1.1 Tribes 11

3.1.2 Federal and State Agencies 11

3.1.3 Regional Agencies 12

3.1.4 Local Jurisdictions 15

3.2 Summary of Comments from Businesses 17

3.3 Summary of Comments from Community Groups and Organizations 19

3.4 Summary of Comments from Individuals 21

3.4.1 General or Project-Wide Comments 21

3.4.2 Federal Way Segment 22

3.4.3 South Federal Way Segment 22

3.4.4 Fife Segment 22

3.4.5 Tacoma Segment 23

4 NEXT STEPS 24

Table of Contents (continued)

Figures

Figure 1-1 TDLE Alternatives 1
Figure 1-2 Link Light Rail System Expansion 2
Figure 1-3 TDLE Timeline 3
Figure 2-1 Draft EIS Engagement 5

Tables

Table 3-1 Communications Received by Commenter Type 10

Appendices

Appendix A Communications from Tribes and Agencies
Appendix B Communications from Businesses, Community Groups, Organizations, and Individuals

Acronyms and Abbreviations

Board	Puget Sound Regional Transit Authority Board
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
DAHP	Washington Department of Archaeology and Historic Preservation
DBM	DBM Contractors, Inc.
Ecology	Washington State Department of Ecology
EIS	environmental impact statement
EPA	Environmental Protection Agency
FTA	Federal Transit Administration
I-5	Interstate 5
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
OMF	operations and maintenance facility
ROD	Record of Decision
SEPA	State Environmental Policy Act
SF	South Federal Way
Sound Transit	Central Puget Sound Regional Transit Authority
Sound Transit 3	Sound Transit 3: The Regional Transit System Plan for Central Puget Sound
SR	State Route
TDLE	Tacoma Dome Link Extension
TOD	transit-oriented development
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing the Tacoma Dome Link Extension (TDLE) to expand the regional light rail system south from Federal Way in King County to Tacoma in Pierce County (Figure 1-1). TDLE would construct approximately 8.5 miles of guideway and extend light rail service by approximately 10 miles from the Federal Way Downtown Station to the Tacoma Dome area. The TDLE project would include stations in Federal Way and Fife, as well as two in Tacoma. Within the TDLE corridor, the project travels across the ancestral and reservation lands of the Puyallup Tribe of Indians. TDLE would provide fast, reliable light rail connections to dense residential and commercial areas in the south region of the Puget Sound. TDLE is part of Sound Transit 3: The Regional Transit System Plan for Central Puget Sound (Sound Transit 3) that voters approved funding for in 2016, which also includes extensions to West Seattle, Ballard, Everett, South Kirkland, and Issaquah (Figure 1-2).

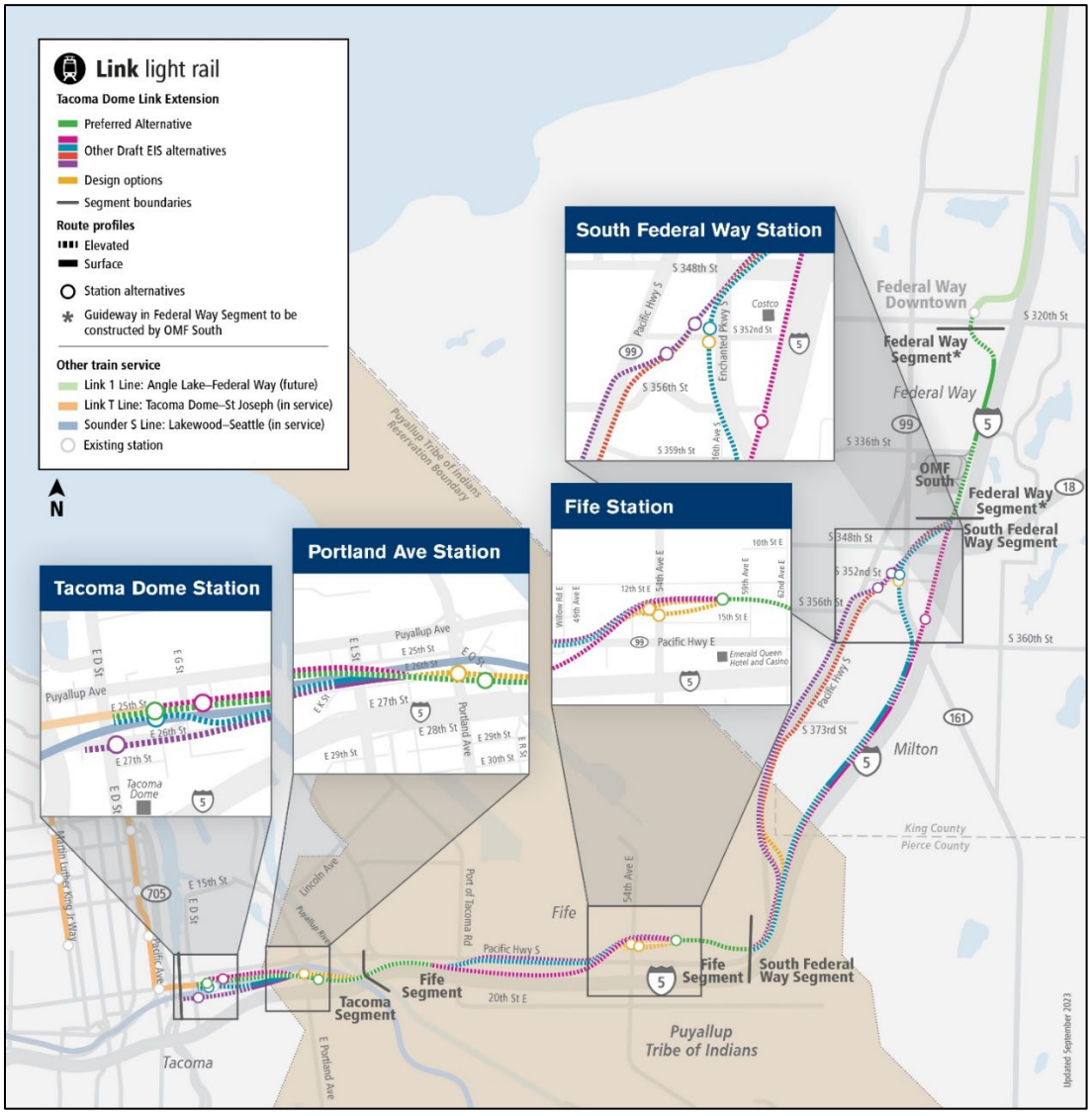

Figure 1-1 TDLE Alternatives

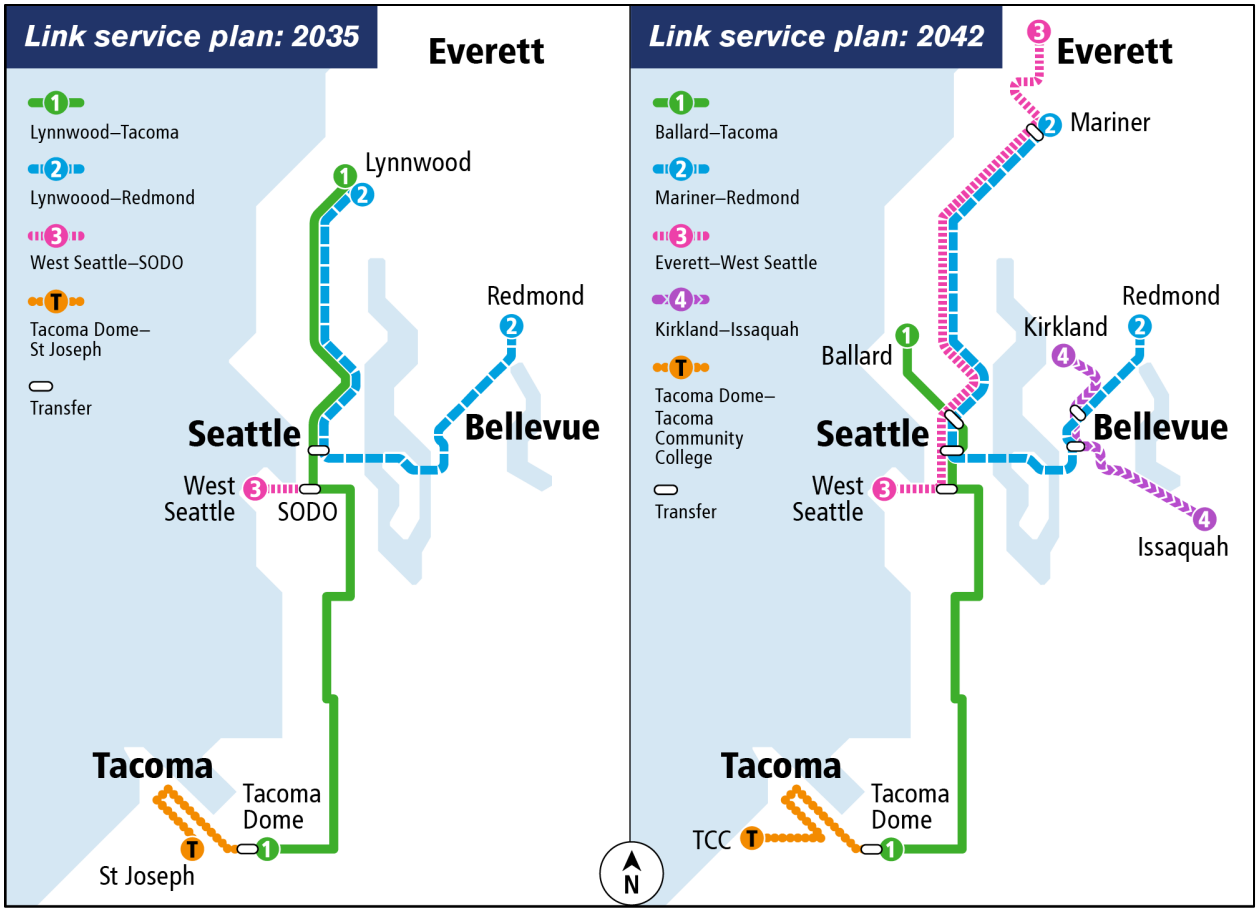

Figure 1-2 Link Light Rail System Expansion

1.1 Project Update and Purpose of this Report

The Federal Transit Administration (FTA) and Sound Transit published the TDLE Draft Environmental Impact Statement (EIS) in December 2024. Comments from Tribes, agencies, and the public were requested during the extended 60-day public comment period from December 13, 2024, to February 10, 2025. The input received during the Draft EIS comment period is shared with the Sound Transit Board (Board) for consideration in confirming, modifying, or identifying the Preferred Alternative for evaluation in the Final EIS. The current project timeline is shown in Figure 1-3.

The purpose of this Draft EIS Comment Summary Report is to describe the Draft EIS outreach during the comment period and summarize the comments received during the comment period. Appendix A contains comment letters from Tribes and agencies. Appendix B contains comment letters and communications from businesses, community groups, and the public, including transcripts of spoken testimonies received at public hearings.

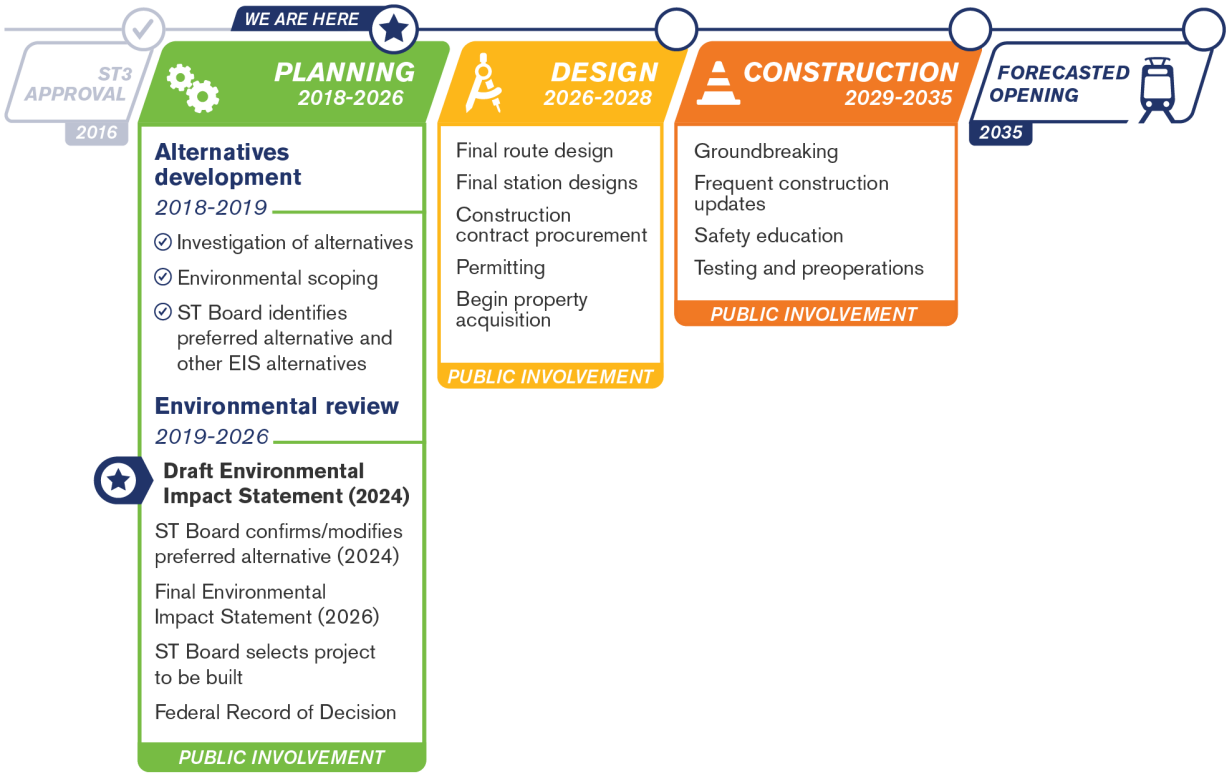

Figure 1-3 TDLE Timeline

Note: Parking facilities assumed to open in 2038, per the realigned capital program.

2 COMMENT PERIOD OUTREACH

2.1 Draft EIS Comment Period

The 60-day comment period for the TDLE Draft EIS was from December 13, 2024, to February 10, 2025. The following methods for commenting were available:

- Online: soundtransit.org/tdlink-deis
- Email: tdlinkdeis@soundtransit.org
- Voicemail: (206) 257-2144
- Mail: TDLE Draft EIS c/o Elma Borbe
  Sound Transit
  401 S Jackson Street
  Seattle, WA 98104
- Verbally: Public hearings (virtual and in person)

2.2 Summary of Outreach and Participation

Sound Transit used several methods to engage Tribes, agencies, and the public during the TDLE Draft EIS comment period. The methods included in-person and virtual open houses with a public hearing component and an online open house that remained open for the duration of the comment period. Sound Transit also met with agencies, elected officials, stakeholders, potentially affected property owners, local businesses, and community groups to share information about the project and to answer questions. Figure 2-1 summarizes Draft EIS engagement.

During the extended comment period:

- Legal notices were published in *The Seattle Times, The News Tribune,* and *The Daily Journal of Commerce,* which provided information about the availability of the Draft EIS and dates for the public hearings. These notices ran between December 13, 2024, and January 1, 2025.
- A notice in the Federal Register was published on December 13, 2024.
- A notice in the Washington State Environmental Policy Act (SEPA) Register was posted on December 13, 2024.
- A total of 169 people attended the public hearings held on January 21 (53 participants, virtual), January 23 (37 participants, in person), January 28 (28 participants, in person), January 30 (51 participants, in person).

More than 5,000 people visited the online open house, which was available in English, Spanish, Korean, Russian, Vietnamese, and Khmer.

- The Khmer site received 378 visitors, the Korean site received 67 visitors, the Vietnamese site received 50 visitors, the Russian site received 43 visitors, and the Spanish site received 26 visitors.
- Several posts were published on Sound Transit's Facebook page, including organic and sponsored Facebook posts, reaching over 82,800 people.

- Nearly 14,000 mailers were sent to residences and businesses within a 0.5-mile radius of the TDLE project footprint. The mailer included information in English, Spanish, Korean, Russian, Vietnamese, and a translated note in Khmer on where to access additional information translated in Khmer.
- Four email updates were sent to a mailing list of over 5,900 subscribers. Included was information on the publication of the Draft EIS and the comment period, instructions on how to access the document and submit comments, and dates for the public meetings and hearings.
- Posters were hung in 200 community gathering spaces and other areas where the public is likely to congregate in Federal Way, Fife, Milton, and Tacoma. In addition, the poster was translated into Spanish, Korean, Russian, Vietnamese, and Khmer and shared with community groups and organizations serving non-English constituents.
- Advertisements were placed in 11 local online and print publications, including English, Spanish, Korean, Vietnamese, and Russian publications.

Poster located at the T Line Tacoma Dome Station

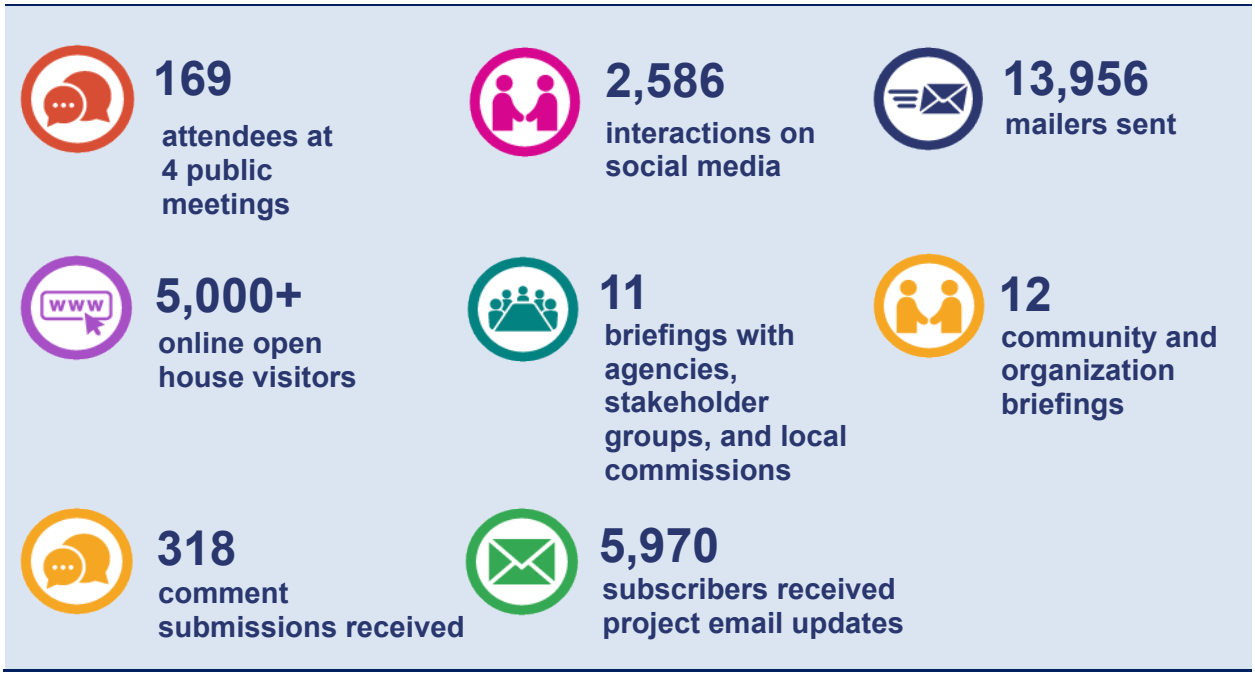

Figure 2-1 Draft EIS Engagement

2.2.1 Coordination with Tribes

Sound Transit Board members and staff and FTA met with the Puyallup Tribal Council to share information on March 18, 2025. Regular engagement with Tribal staff will continue throughout the TDLE project.

2.2.2 Coordination with Jurisdictions, Community Groups, and Organizations

Sound Transit held briefings with a wide range of stakeholders within the TDLE project corridor. These briefings with jurisdictions, community groups, and organizations were tailored to meet the needs of each group and included information on the TDLE Draft EIS findings and process.

Sound Transit met with the following 23 jurisdictions, community groups, and organizations.

Jurisdictions

- City of Federal Way
- City of Fife
- City of Milton
- City of Tacoma
- Federal Way City Council
- Pierce County Regional Council Growth Management Coordinating Committee
- Pierce County Transportation Advisory Commission
- Tacoma Planning and Transportation Commission
- South County Area Transportation Board
- Interagency Advisory Group
- Port of Tacoma
- Washington State Department of Ecology
- Washington State Department of Fisheries
- Washington State Department of Transportation
- U.S. Army Corps of Engineers

Community Groups and Organizations

- Downtown on the Go
- Federal Way Chamber of Commerce
- Fife Milton Edgewood Chamber of Commerce
- Kent Chamber of Commerce
- Commencement Bay Trustee Council
- Multi-Service Center for Rainier View Senior Housing
- St. Paul Chong Hasang Church
- Regional Access Mobility Partnership, Tacoma-Pierce County Chamber

2.2.3 Public Meetings and Hearings

Sound Transit held four public meetings that included public hearings:

- Online: January 21, 2025, 11:30 a.m. – 1:30 p.m.
- Tacoma (in person): January 23, 2025, 5:30 p.m. – 7:30 p.m.
- Federal Way (in person): January 28, 2025, 5:30 p.m. – 7:30 p.m.
- Fife (in person): January 30, 2025, 5:30 p.m. – 7:30 p.m.

The meetings were held using different platforms (online and in person), on different days of the week, and at different times of day to accommodate varying public and stakeholders' ability to attend and participate.

The online public meeting was held on Tuesday, January 21, 2025, from 11:30 a.m. to 1:30 p.m. via Zoom and attended by 53 people. The first portion of the virtual meeting consisted of a presentation and a live question-and-answer (Q&A) segment. The presentation included an overview of the TDLE project and information on the Draft EIS comment period. The Q&A segment offered the opportunity to submit written questions and have them answered by a panel of Sound Transit staff who represented different disciplines on the project team, including engineering and design, environmental, and property acquisition and relocation. The second portion of the online meeting consisted of a public hearing where attendees could provide formal public comment. Public hearing comments were captured by a court reporter.

Three in-person meetings/hearings were held in Tacoma, Federal Way, and Fife. The Tacoma in-person meeting was held at the Greater Tacoma Convention Center on Thursday, January 23, 2025, from 5:30 to 7:30 p.m. and attended by 37 people. The Federal Way in-person meeting was held at the Federal Way Performing Arts and Events Center on Tuesday, January 28, 2025, from 5:30 to 7:30 p.m. and attended by 28 people. The Fife in-person meeting was held at the Fife Community Center on Thursday, January 30, from 5:30 to 7:30 p.m. and attended by 51 people.

The in-person meetings included an open house, where members of the public could browse displays with information on the TDLE environmental review process and Draft EIS findings. Sound Transit subject-matter experts were available to answer questions from the public. The in-person meetings also included an overview presentation on the Draft EIS analysis. Following the presentation, members of the public had the option to return to the open house or participate in the public hearing, where attendees could provide formal public comments. A court reporter captured the public hearing comments. Attendees also had the option to fill out a written comment form at the meeting.

All of the public meetings/hearings included accessibility features. The virtual meeting featured live captioning (in English) and was screen-reader accessible. Sound Transit offered interpretation in Spanish, Vietnamese, and Russian at the virtual hearing and Spanish and Vietnamese interpretation at the in-person hearings. Sound Transit staff communicated the languages and accessibility features throughout the public meetings and hearings to ensure all attendees could fully participate. Languages available for interpretation were based on the demographic data of the study area.

2.2.4 Online Open House

An online open house was available at soundtransit.org/tdlink-deis for the duration of the comment period to inform the public about the project and serve as a platform for the public to submit feedback.

The online open house was available in English, Spanish, Korean, Russian, Vietnamese and Khmer.

Over 5,000 visitors accessed the online open house during the Draft EIS comment period, including more than 550 visitors to the translated language sites (viewing materials in languages other than English). Visitors were given the opportunity to comment on the TDLE Draft EIS findings via a digital comment form. Approximately 245 people submitted comments via the online open house.

2.2.5 Outreach to Minority, Low-Income, and Limited-English-Proficiency Populations

Sound Transit made intentional effort to provide information and communicate with minority and low-income populations, and those with limited proficiency in English. This effort included the following:

Materials

- The online open house was fully translated in Spanish, Korean, Russian, Vietnamese, and Khmer, which were identified as priority languages in the project area. The website was also screen-reader accessible.
- The project mailer that announced the publication of the Draft EIS included information in English, Korean, Russian, Spanish, Vietnamese, and Khmer.
- A toolkit with draft email, newsletter, and social media content was distributed to over 55 local organizations and government entities to share through their communication channels.
- A document called Alternatives Guide was created to summarize key findings. The document was fully translated to Spanish, Korean, Russian, Vietnamese, and Khmer and was available online and in print. The document was also available at each public meeting in all languages.
- A handout called Guide to the Draft EIS was created to describe how to access the Draft EIS and submit comment. The handout was fully translated to Spanish, Korean, Russian, Vietnamese, and Khmer. The handout was available at each public meeting in all languages.

Publications

- Advertisements announcing the Draft EIS comment period were distributed in the *Federal Way Mirror, International Examiner, El Siete Dias, Korean Times Seattle, Russian Town Seattle, Tacoma News Tribune, Weekly Volcano, South Sound Biz, Tacoma Weekly, Tu Decides Newsletter,* and *Northwest Vietnamese*.

Events and briefings

- Offering interpretation and translation services at the online and in-person public meetings/hearings, as discussed in Section 2.2.3, and providing the online open house in five languages in addition to English.
- Briefings were offered to social service organizations and community groups in the project area.

2.2.6 Informational Meetings with Property Owners and Businesses

Outreach and engagement with potentially affected property owners has and will continue throughout the development of the project. Prior to the publication of the Draft EIS, Sound Transit sent letters to potentially affected property owners notifying them of the project. During the Draft EIS comment period, these affected property owners had the opportunity to sign up for virtual property owner briefings with members of the project team through an online scheduling tool. These briefings included an overview of the project, environmental review timeline, and a high-level overview of the property acquisition and relocation process. TDLE staff will continue to offer meetings and additional resources to potentially affected property owners as the project advances.

Leading up to and during the comment period, Sound Transit held four group briefings and 12 individual briefings with private property owners that have residences or businesses in the corridor.

3 COMMENT SUMMARY

Sound Transit received a total of 318 communications during the TDLE Draft EIS comment period. A communication is defined as a letter, email, voicemail, transcribed oral comment, or electronic comment form. There are often multiple individual comments within each communication. Most of these communications were from individuals. Several communications were also received from potentially affected businesses, community groups, and organizations, and from local jurisdictions. The rest were from Tribes and federal, state, or regional agencies. Communications received are summarized in Table 3-1 according to their source.

Table 3-1 Communications Received by Commenter Type

Commenter Type	Number
Tribe	1
Federal agency	2
State agency	4
Regional agency	6
Local jurisdiction	4
Business	28
Community groups and organizations	9
Individual	264
Total	**318**

3.1 Summary of Comments from Tribes, Agencies, and Jurisdictions

Sound Transit received 18 communications from the following Tribes, federal, state, and regional agencies and local jurisdictions. Copies of these communications are included in Appendix A.

Tribes: Puyallup Tribe of Indians.

Federal Agencies: Federal Aviation Administration, Environmental Protection Agency (EPA).

State Agencies: Washington State Department of Transportation (WSDOT), Washington State Department of Ecology (Ecology), Washington State Department of Archeology and Historic Preservation (DAHP).

Regional Agencies: King County Metro, Sound Transit's Pierce County Board Members, Pierce County Planning and Public Works Department, Pierce Transit, Port of Tacoma, Puget Sound Regional Council (PSRC).

Local Jurisdictions: City of Federal Way, City of Fife, City of Milton, and City of Tacoma.

3.1.1 Tribes

Puyallup Tribe of Indians

The Puyallup Tribe of Indians communicated that they will submit a detailed comment letter following a leadership meeting. They indicated that it was unclear whether individual Tribal members will have the opportunity to provide input if design changes occur after the Draft EIS comment period closes. They requested that individual Tribal members be given the opportunity to comment on all design elements, including final placement of stormwater ponds.

3.1.2 Federal and State Agencies

Environmental Protection Agency

EPA comments predominantly focused on recommendations for additional analysis in the Final EIS regarding hazardous materials and contaminated sites, aquatic resources, impacts to the human environment, air quality, and resilience.

EPA comments related to hazardous materials related to Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) sites, the Commencement Bay Nearshore/Tide Flats Superfund Site, and waters of the U.S. These comments recommend additional analysis of hazardous materials and contaminants near river and stream crossings. They also request the inclusion of a description of specific best management practices to reduce disturbance, prevent the release of potential contaminants, and ensure that contamination does not infiltrate nearby sites and wetlands.

In addition, the EPA comments recommended including additional analysis in the Final EIS on potential habitat sites established by the National Oceanic and Atmospheric Administration (NOAA) Natural Resource Damage Assessment (NRDA), receiving waters and downstream waters — including those outside the study area — and additional mitigation measures for impacts to water resources in the Hylebos watershed. Comments specifically discussed the current impacts to the Hylebos watershed stemming from industry and urbanization, which would be increased by TDLE. They recommended additional mitigation, such as credit-to-debit ratios, which could encompass preserving existing aquatic systems, enhancing currently degraded systems, or reestablishing hydrologic connection of isolated wetlands.

EPA comments related to the human environment predominantly concerned the potential effects of displacement as a result of the TDLE project and recommend that the Final EIS include additional mitigation measures. Comments related to air quality predominantly focused on recommendations for additional construction emission estimates in the Final EIS. EPA comments also highlighted resilience planning, recommending an expanded discussion of project design measures to prepare for potential future stressors.

Federal Aviation Administration

The Federal Aviation Administration stated they had no comment on the TDLE Draft EIS.

Washington State Department of Transportation

Comments from WSDOT focused on transportation, coordination with the State Route (SR) 167 Completion project, stormwater, and development of a compatibility report.

Transportation comments included concerns about impacts to the quality and operations of Amtrak Cascades service with the Tacoma Close to Sounder Alternative. They requested development of clear mitigation strategies in consultation with WSDOT Rail, Freight, and Ports for this alternative. Other transportation-related comments included questions about traffic analysis, parking facilities, and intersection impacts.

Comments related to the SR 167 Completion Project (which is currently under construction, with an expected completion of 2030) addressed changes in existing conditions and planned future work and recommended close coordination for any work that overlaps the Hylebos Riparian Restoration Program. Of particular concern is appropriate mitigation for TDLE project impacts to the Hylebos Riparian Restoration Program and the need for Tribal coordination regarding mitigation areas that will be deeded back to the Puyallup Tribe of Indians.

WSDOT indicated that they anticipate Sound Transit will follow Ecology's 2024 Stormwater Manual for Western Washington or other manual determined to be equivalent for project elements on WSDOT property. They also indicated that a Compatibility Report is needed to ensure Sound Transit's plans on WSDOT property are compatible with WSDOT's existing and future interests. Additional comments focused on suggested revisions to visual simulations and analysis, project design recommendations, and editorial changes.

Washington State Department of Ecology

Ecology provided comments summarizing the potential wetland impacts in each segment of the TDLE project, with recommended alternatives for each segment based on the fewest wetland and stream impacts. Comments from Ecology also provided information on state requirements for water quality permitting and the need to demonstrate avoidance and minimization of wetland impacts. Ecology comments included descriptions of the shoreline jurisdiction in each segment and a recommendation to add information on solid waste management and potential fill sources during construction.

Washington State Department of Archeology and Historic Preservation

DAHP provided two communications: one focused on the Draft Programmatic Agreement, and one focused on the TDLE Draft EIS. DAHP noted that they had no substantial comments on the Draft EIS at this time and requested additional consultation on the Draft Programmatic Agreement.

3.1.3 Regional Agencies

King County Metro

King County Metro provided comments that predominantly focused on their review of the station design for alternatives located in King County. These comments included concerns that the current design did not accommodate bus circulation and access and comments that addressed specific requirements for transit stations, such as the width of crosswalks and the inclusion of comfort stations for drivers. In addition, King County Metro expressed concerns that station design had not been revised since the previous review and requested additional information on station design.

Other comments from King County Metro included concerns surrounding impacts to the S 320th Park-and-Ride and the South Federal Way Park-and-Ride, which are both owned by WSDOT

but operated and maintained by King County. These concerns specifically focused on a loss of parking or access to these park-and-ride locations during construction.

King County Metro also provided corrections to transit schedules and availability.

Sound Transit's Pierce County Board Members

Sound Transit's Pierce County Board Members provided comments, which highlighted that each future station is surrounded by a unique area and access to the stations must be individualized. They stated that delivering TDLE as expediently as possible with project elements responsive to the unique needs of the jurisdictions throughout the region is matter of equity.

The Pierce County Board Members emphasized the importance of structured parking availability at the South Federal Way and Preferred Fife stations. They stated that parking that is consistent with the City of Fife's plans for a city center is vital to the success of the Fife station area. In addition, they noted that the plans for 500-stall parking garages were included in the original 2016 Sound Transit 3 package approved by voters and structured parking was also included in the Board's realignment action in 2021 (R2021-05). They noted that the parking delay was unavoidable due to the realignment, but that it would result in a strain on existing transit infrastructure in Pierce County.

In addition, they discussed the importance of safe multimodal integration and access at the Portland Avenue and Tacoma Dome stations, noting that this integration would help further the City of Tacoma's goals toward creating more transit-oriented development (TOD) in the station areas.

Pierce County Planning and Public Works

The Pierce County Planning and Public Works Department commented on transportation, including parking, safe multimodal station access, transit, and traffic during construction and operations. The County expressed support for the alternatives and station locations that provide multimodal access and recommended against locations that would limit access for pedestrians and active transportation, specifically the South Federal Way (SF) I-5 Station. The County also requested that the funding Sound Transit had previously committed to jurisdictions for improved multimodal access around stations be included as a mitigation measure in the Final EIS. The County expressed concerns about delayed parking at the Federal Way and Fife stations, noting that there would be a potential increase in emissions due to the increase in driving to and from park-and-rides by passengers. They also expressed concern about a lack of parking provided at the Tacoma Dome Station, which is projected to have the highest level of ridership. The County also requested clarification on potential intersection impacts and roadway closures during construction and operations. Comments mentioned the need for coordination between County departments and Sound Transit during construction planning. They also provided information on changes to transit routes.

In addition, the Pierce County Planning and Public Works Department provided information on Critical Area Ordinances that were revised in February 2025 and offered to coordinate with Sound Transit to integrate these updates into the Final EIS. The County emphasized the importance of evaluating impacts on natural systems that extend beyond the project area and avoiding impacts to natural areas including wetlands, wellhead protection areas, and aquifer recharge areas. They expressed support for the long-span bridge crossing of the Puyallup River and noted the importance of coordinating with Tribes.

Finally, the County offered recommendations for additional engagement with Tribes, noted the importance of mitigating environmental health impacts in the South Federal Way Segment as that portion of the project corridor already experiences poor environmental health, and emphasized the importance of coordination in reference to cultural resources.

Pierce Transit

Pierce Transit focused their review on the Draft EIS Transportation Technical Report (Appendix J1) and the Conceptual Design Drawings (Appendix F). Their comments included concerns and recommendations for station access and design from a transit perspective.

Pierce Transit provided comments on the Tacoma Dome stations, ranking the Close to Sounder Alternative and Station, with proposed adjustments, as their preferred choice and ranking the 26th Street Alternative as their least desirable option.

In addition, Pierce Transit identified that the Board-adopted Destination 2040 Long Range Plan includes level of service. However, these service levels are contingent upon funding. They also recommended that Sound Transit document the need for future parking demand management at the Tacoma Dome Station in the form of a regional parking management facility.

Pierce Transit emphasized the importance of mitigating transit impacts as a result of construction, including potential T Line closures; considering funding for local transit service as potential mitigation; and parking demand management during operations.

Port of Tacoma

The Port of Tacoma provided comments on transportation related to freight and their station and alternative preferences, including recommendations and concerns surrounding station and alternative design.

The Port of Tacoma expressed support for the Preferred Fife Station, noting that it is consistent with the Fife City Center plan and freight movement and industrial interests within the area. They expressed concerns that other station locations or alternatives would cause more impacts to traffic and improvement projects in the area, limiting the flow of freight. They also noted that they are opposed to the inclusion of bus bays on 54th Avenue E, noting that this would increase traffic and cause conflict with freight movement through the area.

The Port of Tacoma expressed strong opposition to the Fife Median Alternative, noting a concern for traffic and freight impacts and the loss of truck queue space in the turning and median lanes of the Pacific Highway.

They expressed a neutral stance on the Portland Avenue stations but noted that they are opposed to bus bays on Portland Avenue. Portland Avenue is a key freight corridor, which needs to be considered during the Final EIS and design. The Port of Tacoma also expressed a desire to coordinate during construction to reduce and minimize impacts to freight.

Puget Sound Regional Council

PSRC provided comments on TOD; travel time; transit access; parking; coordination with Tribes, stakeholders, and the community; and public health and equity.

PSRC emphasized the importance of integrating TOD into the station design and when considering alignments and alternatives, encouraging Sound Transit to continue to include TOD as a central point in their analysis as the Final EIS and design is developed. In addition, the

PSRC encouraged Sound Transit to consider door-to-door travel times in the Final EIS analysis, incorporating the need to transfer between different transit lines and to access elevated station options and guideways. They expressed concern about delayed parking availability at the Federal Way and Fife stations, noting that expanded transit options should be made available to mitigate the delay.

PSRC commended Sound Transit's efforts in coordinating with the public, stakeholders, and the Tribes while offering encouragement to continue this level of clear, transparent, and early engagement.

In addition, PSRC expressed support for TDLE's efforts in improving the public health, equity, and human well-being in historically underserved areas. They recommended that these goals continue to be emphasized during future planning and design phases. Similarly, they emphasized the need for continued development of strategies to minimize or mitigate the impacts of displacement and acquisitions on low- to moderate-income households and small businesses that may be affected by TDLE.

3.1.4 Local Jurisdictions

City of Federal Way

The City of Federal Way comments focused mainly on transportation. A substantial number of comments focused on the potential parking demand at the South Federal Way station and in the surrounding station area after the garage is constructed and if parking is deferred. They also identified the need to address parking during construction, including provisions for project workers and potential impacts from loss of parking on local businesses. In addition, they expressed concern about roadway closures on SR 99 during construction.

The City of Federal Way identified concerns about displacements and impacts to the business community as well as the corresponding financial effects over the time horizon of the project. The City also conveyed questions and concerns about the displacement of the King County Emergency Shelter, recommending additional analysis, mitigation, and clarification of potential impacts to other residential developments.

Additional comments included the need to update the design and Final EIS to reflect the Federal Way Comprehensive Plan Update 2024 (adopted in December 2024), the need to identify restrictions on properties, and the need to address wetland impacts.

City of Fife

The City of Fife expressed that the Preferred Fife Station is of critical importance, noting that it is the most supportive of the City Center Subarea Plan and the Fife Comprehensive Plan.

Other comments from the City of Fife focused on transportation. Parking, traffic operations, nonmotorized access, and sight distances on Pacific Highway E are among the common transportation themes.

The City stated that structured parking is critical to efficient land use patterns in the station area. They disagreed with the approach for considering surface parking as an "option" and requested additional comparison of structured and surface parking impacts. The City stated that the Fife Median Alternative is not a realistic alternative due to the left-turn restrictions that would increase U-turn volumes and cause related intersection delays and turn restrictions. The City

also requested clarification on implementation of the system access program and nonmotorized improvements in the station area.

Other comments from the City included consideration of the size of turnback properties to allow for greater economic development opportunities and more affordable housing, the need for coordinating with the WSDOT SR 167 Gateway Completion Project's Riparian Restoration Program, and the need for coordinating with the Port of Tacoma on protecting freight access during construction and operations of TDLE.

City of Milton

The City of Milton expressed concerns with the alternatives that run through Milton on Pacific Highway/SR 99 due to the impacts to residents, businesses, and environmentally sensitive critical areas. The City requested that the Sound Transit Board consider the SF I-5 Alternative. If the SF I-5 Alternative is not an option, the City supports the SF 99-East Alternative because it would have the next to least impacts on Milton and would assist in the City's goal of creating a safer corridor for traffic and pedestrians.

City of Tacoma

The City of Tacoma had comments on potential business impacts, land use, transportation, multimodal access, project design, impacts to Freighthouse Square, the tree canopy, and utilities.

Transportation comments primarily focused on traffic analysis, roadway conditions, and multimodal access to the station. The City of Tacoma asked about potential mitigation for traffic impacts and analysis of multimodal demand after construction as well as access to stations for people walking and biking. In transportation and design-related comments, the City expressed interest in ongoing coordination with Sound Transit on designs above or adjacent to city streets and asked how elements of the guideway and stations may affect surface streets.

Comments from the City of Tacoma related to businesses focused on potential displacement and impacts to small business tenants and patrons at Freighthouse Square due to the Close to Sounder Alternative and potential indirect impacts to businesses and institutions as a result of potential T Line closures from the Tacoma 25th-West and Tacoma 25th-East alternatives. Comments related to land use effects of the project expressed concern for potential impacts to incoming residential and mixed-use development and the potential effects of elevated guideway on surrounding properties. The City of Tacoma noted potential historical considerations for Freighthouse Square and requested analysis in addition to potential business and economic impacts.

Other comments from the City of Tacoma reflected potential utility challenges and noted the locations of existing utilities, which the City and Sound Transit will continue to coordinate in the future.

3.2 Summary of Comments from Businesses

During the comment period, Sound Transit received 28 communications from 20 businesses, including:

South Federal Way Segment

- Arctic Glacier Premium Ice
- Automotive Images
- Costco
- DBM Contractors, Inc. (DBM)
- Holgate Street Properties LLC
- Plant 2 LLC (Heidelberg Materials)
- Tire City (3)
- Walmart

Fife Segment

- Fife Camping World
- Graham Real Ventures
- McDonald's, Local Owner, 1737 51st Avenue E
- O'Brien Auto Group (4)
- Pick-Quick Drive In (3)
- Schnitzer Properties
- Tacoma RV

Tacoma Segment

- Adela's Authentic Mexican Restaurant (Adela Ulmer)
- Bike Box (2)
- Celtic Attic (Kristen Olsen)
- Fastco Inc.
- Tacoma Book Center

Copies of these communications are included in Appendix B. The three communications received from Tire City consisted of petitions: one online and one hard copy, with 22 and 91 signatures, respectively, and one comment submitted through the online open house.

South Federal Way Segment

Five businesses located in the South Federal Way Segment expressed an alternative preference; four of these businesses indicated that they preferred the SF I-5 Alternative and SF I-5 Station Alternative and one expressed a preference for the SF 99-West Alternative. Businesses cited displacement as a predominant concern. Comments from two businesses expressed concern about the potential economic impacts of the SF 99-East Alternative, which would limit left turns on SR 99 in Milton from the county line to just south of Birch Street.

Walmart expressed support for the SF I-5 Alternative because it would have the fewest impacts on several resources. They stated that the EIS needs to fully address permanent impacts to businesses that are not fully displaced. This includes impacts to store access and operations, parking during construction as well as long-term, and electric vehicle charging stations. They indicated that it was unclear whether forecasted transit ridership accounts for changes in commute trends resulting from remote work. They also stated that the Draft EIS does not address a broader shift towards electric vehicle systems, the project's impacts to these systems, and the impact of electric vehicle laws. Walmart also identified concerns with safety with

derailments and requested more information on the guideway height and train speeds on their property.

Costco expressed opposition to the SF I-5 Alternative because of its impacts to a retaining wall, a stream, and a fire lane on their property. They identified that there would be traffic impacts on S 352nd Street from all alternatives, but the SF I-5 Alternative, in particular, would have severe effects on the property and business operations because it is the primary access point for delivery trucks.

Plant 2 LLC (Heidelberg Materials) expressed a preference for the SF I-5 Alternative to avoid displacement of their business and the challenge of reasonably relocating their operations. They also expressed concern about displacement and relocation of other businesses, ecological impacts, and the cost of the other alternatives. They asked for clarification on the evaluation of TOD and requested that the Final EIS provide further analysis of the Plant 2 facility, including the difficultly in relocating.

DBM provided comments detailing its preference for the SF I-5 Alternative, stating the SF I-5 Alternative would be less costly and have fewer residential and business displacements, historic and cultural resource impacts, ecosystems impacts, transportation impacts, and visual impacts. While DBM provided a clear preference for the SF I-5 Alternative, they indicated that if one of the SR 99 alternatives were selected, they would prefer the SF 99-West Alternative with the SF 99-Enchanted Station because of cost, number of business and employee displacements, acreage of right-of-way needed, wetland and stream impacts, transportation impacts, noise impacts, and number of utility conflicts. DBM also identified the need for additional information in the Draft EIS including detailed cost, economic impacts of displacing local businesses and employees, employee displacement data, unredacted cultural resources information, and the cost of leasing Tribal lands.

Tire City provided two petitions expressing support to save the business and concern about being displaced by the alternatives along SR 99. Their comment included an online petition with 22 signatures and a hard-copy petition with 91 signatures. They also provided a verbal comment at the public hearing, requesting additional information and expressing concerns about displacement of their business.

Arctic Glacier Premium Ice and their landowner **Holgate Street Properties LLC** each submitted separate communications. These communications included comments primarily concerned with the economic impacts that the SF 99-East Alternative would have by restricting left turns into their business. Concern was expressed about the columns in the middle lane exacerbating existing safety issues on SR 99. They also expressed concern regarding vibration during construction and operation affecting equipment in their facility. Holgate Street Properties indicated a preference for the SF I-5 Alternative, which would avoid these impacts. Concern about the impacts on business operations as a result of the SF 99-East Alternative restricting left turns in Milton was also shared by **Automotive Images**. Automotive Images advocated for a west alignment to maintain left-turn business access.

Fife Segment

The 12 comment submissions from businesses in the Fife Segment commonly cited concern about being displaced as a reason for alternative preferences or opposition in their comments. **Schnitzer Properties**, which owns the Fife Business Park, supported the Fife I-5 Alternative due to the business displacements and construction access restrictions from Pacific Highway alternatives. The **Pick-Quick Drive In** also indicated support for the Fife I-5 Alternative. They

noted that the Fife Pacific Highway Alternative would lead to closure of the Pick-Quick which would be a loss to the community, customers, employees, and suppliers. They also stated that the Fife Median Alternative would cause their business to close due to the multiyear construction period impacts that would cause financial challenges. **Tacoma RV** also expressed concern over impacts of the Fife Pacific Highway Alternative on their business.

Fife Camping World identified concerns with Fife I-5 Alternative displacing their parking, which is critical to the functionality and operation of the property, and blocking views of the business from I-5. The **O'Brien Auto Group** noted that all alternatives would block visibility of auto dealerships from I-5 or Pacific Highway and limit access. They also stated that use of the property by the project would affect operations of the dealerships and recommended another route along 12th Street to avoid impacts. **Graham Real Ventures** identified the potential inability to relocate in the area if they are impacted and was interested in understanding whether Sound Transit could limit acquisitions to airspace. The owner of the **McDonald's** franchise at 1737 51st Ave E, who noted that it is a minority-owned business, expressed concern that a configuration at 54th Avenue and the I-5 interchange could displace the business and that any impacts to their drive through would be damaging.

Tacoma Segment

Communications were received from three businesses (**Bike Box, Adela's Authentic Mexican Restaurant,** and **Celtic Attic**) in Freighthouse Square — a shopping and dining center located in the Tacoma Dome station area — which expressed concern over potential displacement as a result of the Tacoma Close to Sounder Alternative. These concerns were also reflected in comments received from individuals, as discussed in Section 3.4. Freighthouse businesses expressed a desire for closer coordination with Sound Transit in the future. The **Tacoma Book Center** expressed a preference for the Tacoma 25th Street-East and Tacoma 25th Street-West alternatives. They noted that the Tacoma Close to Sounder Alternative would displace Freighthouse Square and that the Tacoma 26th Street Alternative would displace small, unique businesses, including the bookstore itself and a bakery, and would have more traffic implications due to Tacoma Dome event crowds. **Fastco Inc.**, a business that would be affected by the Portland Avenue Station, expressed concern over displacement from the Portland Avenue Station location and expressed a preference for the Portland Avenue Span Station Option so that they could remain at their current site.

3.3 Summary of Comments from Community Groups and Organizations

In addition, Sound Transit received nine communications from nine Community Groups and Organizations, including:

- Downtown on the Go
- Gethsemane Catholic Cemetery
- Multi-Service Center for Rainier View Senior Housing
- Seattle Children's
- Spring Valley Mobile Home Park
- St. Paul Chong Hasang Parish
- The Church of Jesus Christ of Latter-day Saints
- Tacoma-Pierce County Chamber of Commerce and the Manufacturing Industrial Council for the South Sound
- Transportation Choices Coalition

Copies of these communications are included in Appendix B.

Transportation Choices Collation provided comments on TDLE as a whole. They emphasized transportation considerations within their comments, noting that the chosen alternative should prioritize travel time reductions for riders and that stations should be located in areas that maximize seamless multimodal integration and allow for extensive TOD.

South Federal Way Segment

Community groups and organizations in South Federal Way and Milton that provided comments include Seattle Children's, The Church of Jesus Christ of Latter-day Saints, Gethsemane Catholic Cemetery, and Spring Valley Mobile Home Park. Each expressed a desire to avoid impacts to their patrons, community, and operations. **Seattle Children's** expressed a preference for the SF 99-Enchanted Station and SF Enchanted Parkway Station because of their close proximity to the South Clinic for use by patrons and employees. They also requested continued engagement on impacts from noise and vibration, maintaining access, safety, security of the construction site, and other potential impacts. **The Church of Jesus Christ of Latter-day Saints** expressed concern that an alternative on I-5 would result in loss of vegetation as well as cause noise and visual impacts to a planned church, and they requested additional information on impacts to the Church property. They also stated that the SF I-5 Station does not meet statewide and local planning objectives for TOD. **Gethsemane Catholic Cemetery** identified the importance of quiet at the cemetery and of the SR 99 southbound left-turn lane that provides access to the cemetery. They stated that they strongly favor the SF 99-West Alternative if the guideway is going to be located on SR 99 because it appears to not adversely affect the cemetery. They stated opposition to the SF 99-East Alternative due to the access limitation it would cause to visitors from closure of the southbound left-turn lane. They also requested special noise and vibration measures during construction.

Located in the Milton, **Spring Valley Mobile Home Park** identified that the mobile home park is an established residential community of over 45 homeowners that fosters connections and social ties with its residents and provides affordable housing. They expressed concern with the impacts of the SF 99-West Alternative to the community and stated that Sound Transit's relocation would not be able to provide the to the same lifestyle as the residents currently experience.

Fife Segment

Community groups and organizations in Fife that provided comments included Multi-Service Center for Rainier View Senior Housing and St. Paul Chong Hasang Parish. Multi-Service Center, a nonprofit organization, expressed concern about displacements and impacts to their **Rainier View Senior Housing** community that provides affordable housing for low-income seniors. **St. Paul Chong Hasang Parish** expressed concern for their voices being heard and about impacts as a result of the Preferred Alternative in Fife, which would displace a rectory and convent. St. Paul Chong Hasang Parish also expressed concern over impacts to the church and parishioners during operations and construction, including noise and visual impacts and access disruptions.

Tacoma Segment

Downtown on the Go stated that there was not enough information to make a recommendation on a preferred alternative or station location at Portland Avenue and Tacoma Dome. They requested that multimodal connectivity, safe station access, and mitigation for businesses

impacts by station construction be prioritized. They also provided input and raised concerns about specific alternatives and station locations. Downtown on the Go noted safety concerns surrounding the Portland Avenue Station location and expressed a desire for Sound Transit to include traffic safety improvements in the final design of the station area and to prioritize collaboration with Pierce Transit to provide more frequent local transit service to the station. In addition, Downtown on the Go noted that Tacoma Dome Station should be integrated into the existing multimodal landscape and prioritize proximity to existing bus, T Line, and Sounder service. They identified concerns about Amtrak impacts as a result of the Close to Sounder Alternative and T Line service impacts associated with alternatives along 25th Street. They also encouraged thoughtful engagement with the Freighthouse Square tenants, noting that many are immigrant, refugee, and minority owned.

Tacoma-Pierce County Chamber of Commerce and the Manufacturing Industrial Council for the South Sound provided comments that encouraged Sound Transit to emphasize community stakeholder and business engagement to further mitigate impacts. They recommended the creation of a partnering agreement between Sound Transit and key stakeholders during the Final EIS.

In addition, they provided a list of key priorities for the Final EIS, which included establishing a diverse stakeholder group; clarifying the schedule and timing of closures on roads, business access, and the T Line; developing parameters for land acquisitions; and implementing mitigation strategies for T Line service area.

They also highlighted other areas of consideration, including freight mobility; quiet zones along existing sounder rail lines; workforce transportation; displacement; parks, greenbelts, and open space; easement activation; and the timeline and coordination with Fishing Wars Memorial Bridge replacement.

3.4 Summary of Comments from Individuals

During the TDLE Draft EIS comment period, Sound Transit received a total of 264 communications (letters, emails, public hearing comments, and online comment forms) from the individuals (see Appendix B). Within the 264 communications, there were approximately 470 individual comments, which are summarized in the following subsections. General or project-wide comment topics are described first, followed by comments about specific TDLE segments.

3.4.1 General or Project-Wide Comments

Overall comments from the individuals indicated general corridor-wide support for TDLE, with very few comments expressing a negative opinion of the project as a whole.

Of the comments from individuals, approximately 41 percent expressed an opinion on the project alternatives or station locations. Many commenters expressed an alternative preference based on the desire to protect Freighthouse Square. Some commenters indicated their preference was due to a perceived ability to complete construction faster for that alternative. Other commenters indicated preferences based on the perceived cost of specific alternatives, especially surrounding acquisition costs.

Comments also expressed a desire to ensure that Sound Transit coordinates closely with the Tribes when identifying the Preferred Alternative and ensuring that cultural resources are not disturbed and/or that impacts are mitigated in coordination with Tribes.

3.4.2 Federal Way Segment

Two comments were made regarding the Federal Way Segment, specifically addressing future transit service and expressing preference for the Federal Way Preferred Enchanted Parkway Alternative between the Federal Way Downtown Station and S 344th Street.

OMF South and TDLE Federal Way Segment

In August 2024, the Sound Transit Board selected the Preferred South 336th Street Alternative as the Operations and Maintenance Facility (OMF) South project to be built. The OMF South project will construct the approximately 1.4-mile portion of guideway from the Federal Way Downtown Station to near S 344th Street in the TDLE Federal Way Segment.

3.4.3 South Federal Way Segment

A total of 110 comments from individuals referenced the South Federal Way Segment and its surroundings. Of these comments, 36 expressed an alternative preference:

- 14 expressed a preference for the SF I-5 Alternative and/or station location.
- 7 expressed a preference for the SF 99-East Alternative.
- 6 expressed a preference for the SF 99-West Alternative.
- 9 expressed a preference for the SF Enchanted Parkway Alternative.

Twenty comments were in opposition to specific alternatives, with 15 commenters opposed to the SF I-5 Alternative.

Comments expressing a preference for the SF I-5 Alternative primarily focused on the fewer number of impacts from that alignment, especially in relation to acquisitions and displacement of residents and businesses. Comments that expressed an opposition to the SF I-5 Alternative primarily focused on a lack of connectivity and the lack of opportunity for TOD in the station area.

Other comments focused on transportation, with a strong emphasis on traffic changes as a result of construction and during operations of the TDLE project. Commenters were primarily concerned with traffic increases in and around the station area causing difficulty navigating to businesses that they frequent. Another common theme was acquisitions and displacements, with commenters concerned about both residential and business displacement as a result of the alternatives along SR 99.

3.4.4 Fife Segment

A total of 36 comments from individuals referenced the Fife Segment and its surroundings. Fourteen comments identified a preference for the station and alignment in the Fife Segment:

- 3 comments were in favor of the Fife I-5 Alternative.
- 3 comments were in favor of the Fife Median Alternative.
- 8 comments were in favor of the Preferred Fife Station location.

There were also three comments from individuals in opposition to the Fife Pacific Highway Alternative.

Other comments focused on economics, potential acquisitions and displacements, and concerns about potential impacts to the Pick-Quick Drive In. Transportation was also a common theme, with a focus on multimodal station access and concerns about access along Pacific Highway during construction.

3.4.5 Tacoma Segment

A total of 217 comments from individuals directly related to the Tacoma Segment. Eighty-four comments included an alternative preference for the stations and alignments in the Tacoma Segment, with two comments expressing a preference for an alternative and a Portland Avenue station location:

- 33 expressed a preference for the Tacoma 26th Street Alternative.
- 23 expressed a preference for the Tacoma 25th Street-East Alternative.
- 15 expressed a preference for the Tacoma 25th Street-West Alternative.
- 9 expressed a preference for the Tacoma Close to Sounder Alternative.
- 2 comments expressed a preference for the Portland Avenue Station.
- 4 comments expressed a preference for the Portland Avenue Span Station Option.

A key theme from comments received in the Tacoma Segment was concern about potential impacts to Freighthouse Square. A total of 130 comments from individuals were received surrounding this topic. Of these comments, 49 expressed a preference for alternatives that would not affect Freighthouse Square, while the remaining 81 comments did not specify an alternative or station preference and instead focused on concerns about small business displacement, the building's perceived historic significance and nostalgia, and the building's function as a community gathering place.

Sixteen comments were received about the Portland Avenue Station or Portland Avenue Span Station Option. These comments focused on the safety of the station area and access to surrounding attractions, such as the Emerald Queen Casino.

Transportation was a common theme for public comments in the Tacoma Segment. Transportation-related comments focused on intermodal transit connections at the Tacoma Dome station location and prioritizing a seamless transfer between Amtrak, Sounder, T Line, and the future TDLE light rail service. Other common themes included general comments on alternatives, such as support for a downtown Tacoma station and preferences or recommendations for other design elements of the project.

4 NEXT STEPS

- **Identification/Confirmation/Modification of Preferred Alternative:** After consideration of analysis in the Draft EIS, comments received, and other factors, the Board will confirm or modify the Preferred Alternative. In areas where there is not currently a Draft EIS Preferred Alternative, the Board will identify one. The final decision on the alternatives to be built will not be made until after the Final EIS is issued.
- **Final EIS:** FTA and Sound Transit will prepare a Final EIS that analyzes the Preferred Alternative along with the other alternatives evaluated in the Draft EIS. The Final EIS will respond to substantive comments received during the Draft EIS comment period.
- **Project Decision and Approval:** After the Final EIS is published, the Board will consider all the alternatives evaluated in the Final EIS and select the project to be built.
- **Federal Approval:** FTA will then publish the Record of Decision (ROD) for the project, which would document findings that the project has met the requirements of National Environmental Policy Act (NEPA) and related federal environmental regulations. For this project, the EIS is a joint NEPA and SEPA document that will support decision-making by FTA, Sound Transit, and other agencies.

Appendix A

Comment Submissions received from Tribes and Agencies

PUYALLUP TRIBE OF INDIANS

February 10, 2025

VIA ELECTRONIC MAIL (TDLINKDEIS@SOUNDTRANSIT.ORG)

TDLE Draft Environmental Impact Statement Comments
c/o Elma Borbe
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

RE: Extension to Providing Detailed Comments on the DEIS Pending Tribal Consultation

I am writing to confirm that the Puyallup Tribe will submit detailed comments on the Tacoma Dome Link Extension Draft Environmental Impact Statement ("DEIS") following a leadership consultation meeting with Sound Transit. This meeting is a part of our ongoing consultation on the project, and until it takes place, the Tribe cannot provide full comments on the DEIS. I understand we are striving for the leadership consultation meeting to occur at the end of February.

We would like to note that the Puyallup Tribe has consistently voiced its concerns about the TDLE project's long-term impacts on our lands and will continue discussions to address them through consultation. As stated in previous consultations, we have concerns that will require continued coordination and mitigation.

However, I also want to raise an additional issue for consideration. The Puyallup Tribal Government does not represent individual Tribal Members who own individual parcels of land, many of which are held in Trust by the United States of America and will be directly impacted by this project. Tribal staff recently became aware of potential significant project changes, including the relocation of several storm water ponds, that may occur after the DEIS comment period. If these changes happen after comment period closes, it is unclear whether individual Tribal Members will have the opportunity to provide input, despite the potential impact on their lands. The Tribe is concerned about this gap in the environmental review process and insists that its members be given the opportunity to comment on all design elements, including the final placement of stormwater ponds.

3002 Duct Cho Street, Tacoma, WA 98404 * Ph: (253) 573-7877 * Fax: (253) 680-5998

As discussions continue, we look forward to continuing to consult with Sound Transit throughout the life of this project and appreciate your continued commitment to meaningful and respectful communications through consultation and look forward to identifying pathways forward that will be mutually beneficial to the project and to the Tribe.

Sincerely,

Lisa A.H. Anderson
Law Office of the Puyallup Tribe of Indians

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

February 4, 2025

Ms. Linda Gehrke
Regional Administrator
Federal Transit Administration
915 Second Avenue
Suite 3142
Seattle, WA. 98174-1002

In future correspondence please refer to:
Project Tracking Code: 2018-02-01251
Property: Tacoma Dome Link Extension
Re: Draft Programmatic Agreement Review Comments

Dear Ms. Gehrke:

Thank you for contacting the Department of Archaeology and Historic Preservation (DAHP) and providing a copy of the draft programmatic agreement for the above referenced project. As a result of our review, we have the following comments:

- DAHP is requesting a stipulation to address historic database infrastructure. We request a similar stipulation to the one negotiated for the West Seattle Link Extension project.

- DAHP requests additional consultation with FTA and ST regarding Stipulation VIII of the proposed programmatic agreement

- We will defer additional comments until the draft treatment plans are circulated for review and comment.

We appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer (SHPO) in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
(360) 485-5014
dennis.wardlaw@dahp.wa.gov

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

February 6, 2025

Ms. Linda Gehrke
Regional Administrator
Federal Transit Administration
915 Second Avenue
Suite 3142
Seattle, WA. 98174-1002

In future correspondence please refer to:
Project Tracking Code: 2018-02-01251
Property: Tacoma Dome Link Extension
Re: Archaeology - No Historic Properties

Dear Ms. Gehrke:

Thank you for contacting the Department of Archaeology and Historic Preservation (DAHP) and providing a copy of draft technical report for the above referenced project. As a result of our review, we concur with the results of this report and have no substantial comments at this time. We do request that a coversheet is added to the report and uploaded to WISAARD at your earliest convenience.

If information becomes available and/or the scope of work changes, please resume consultation with DAHP and all consulting parties. In the event that archaeological or historic materials are discovered during project activities, work in the immediate vicinity must stop, the area secured, and contact made with concerned tribes and DAHP for further consultation.

We appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer (SHPO) in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
(360) 485-5014
dennis.wardlaw@dahp.wa.gov

From: 9-ANM-RA-Office (FAA) <9-ANM-RA-Office@faa.gov>
Sent: Monday, December 23, 2024 2:52 PM
To: Green, Erin <erin.green@soundtransit.org>
Cc: 9-ANM-RA-Office (FAA) <9-ANM-RA-Office@faa.gov>; Stone, Grady (FAA) <grady.stone@faa.gov>; Best, Aleta (FAA) <Aleta.Best@faa.gov>
Subject: RE: Notice of Availability – Tacoma Dome Link Extension Draft Environmental Impact Statement

Good afternoon, Erin.

RE: We look forward to receiving your comments and appreciate your review of the Draft EIS and the Section 106 draft Programmatic Agreement.

The FAA has no comments.

Regards,

Jennifer L. Redding

Program Analyst |Congressional Liaison

Office of the Regional Administrator

Northwest Mountain Region

Office Phone: (206) 231-2393

Office Email: 9-ANM-RA-Office@faa.gov

Federal Aviation Administration
National Engagement & Regional Administration
TRUST | INTEGRITY | VALUE | EMPATHY | INNOVATION

REGION 10
SEATTLE, WA 98101

February 19, 2025

Todd Tillinger, Environmental Protection Specialist
Federal Transit Administration
915 Second Ave., Suite 3192
Seattle, Washington 98174

Elma Borbe, Senior Environmental Planner
Sound Transit
401 S. Jackson St.
Seattle, Washington 98104

Dear Todd Tillinger and Elma Borbe:

The U.S. Environmental Protection Agency has reviewed Federal Transit Administration's December 2024 Draft Environmental Impact Statement for the Tacoma Dome Link Extension (CEQ Number 20240231, EPA Project Number 18-0020-FTA). The EPA has conducted its review pursuant to the National Environmental Policy Act and our review authority under Section 309 of the Clean Air Act. The CAA Section 309 role is unique to the EPA and requires the EPA to review and comment publicly on any proposed federal action subject to NEPA's environmental impact statement requirement.

The DEIS evaluates the potential environmental impacts associated with building and operating the Tacoma Dome Link Extension (TDLE) in King and Pierce Counties, WA. The proposed TDLE project will extend existing light rail service along approximately 10-miles of dedicated guideway and a total of four stations extending across ancestral and reservations lands of the Puyallup Tribe of Indians, as well as cities of Federal Way, Fife, Milton, Tacoma, and unincorporated Pierce County. The DEIS identifies and evaluates a No Action Alternative and multiple build (light rail) alternatives in the project corridor, including a preferred alternative for a portion of the project, with the exception of sections through Federal Way and Fife. All build alternatives will cross the Puyallup River at the same location using a rail-only fixed-span bridge.

The EPA is supportive of the TDLE project's goals to improve regional mobility, alleviate degraded traffic conditions, and improve commuter travel time. The EPA also supports goals to provide regional transit while minimizing adverse impacts on the environment through sustainable practices.

The EPA identified environmental quality concerns and deficiencies in the analysis to address in the Final EIS regarding hazardous materials and contaminated sites, aquatic resources, impacts to the

human environment, air quality, and resilience. The enclosed Detailed Comments provide greater detail of these and other concerns, as well as recommendations for the FEIS.

Thank you for the opportunity to review the DEIS for this project. If you have questions about this review, please contact Ariana Monroy of my staff at 206-553-2120 or at monroy.ariana@epa.gov, or me, at 206-553-2117 or at sturges.susan@epa.gov.

Sincerely,

Susan Sturges, Acting Manager
NEPA Branch

Enclosure

Hazardous Materials and Contaminated Sites

The DEIS identified hazardous material sites in the project area, which may overlap areas of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), Commencement Bay, Near Shore/Tide Flats Superfund Site and waters of the U.S. (WOTUS).[1] Construction occurring at stream and river crossings has the potential to mobilize contaminated sediments that may be present and exacerbate hazardous waste and contribute to turbidity and sedimentation. If hazardous materials are found within WOTUS and within the CERCLA site, hazardous waste should be disposed of appropriately. The EPA expects close coordination between the EPA, FTA, and Sound Transit to ensure that contaminants are not being released at the selected stream and river crossings and to ensure that construction methods and best management practices are compatible with CERCLA decisions and remedy implementation for the Commencement Bay, Near Shore/Tide Flats Superfund Site. For questions related to the Superfund Site, and when FTA and Sound Transit have more information after the DEIS public comment period, please contact the EPA R10 Remedial Project Manager (huynh.carolyn@epa.gov, 206-553-0454).[2]

The EPA recommends the FEIS:

- Discuss the areas of suspected contaminated sediments, identify a water quality monitoring plan during construction and operation, and identify specific Best Management Practices (BMPs) to reduce mobilization of contaminated sediment.
- Consider water treatment for construction-related dewatering of wetlands prior to discharge. The EPA recommends treating water at a sanitary facility before discharge for construction in the Fife and Tacoma segments to avoid further exacerbating contamination at nearby hazardous waste sites.

Aquatic Resources

The DEIS addresses critical habitat and other natural resource areas protected under local critical areas ordinances and other programs and regulations.[3] The EPA recommends the FEIS also address habitat sites established under NOAA's Natural Resource Damage Assessment (NRDA) that may have additional site protections. A network of NRDA habitat sites were established by the Commencement Bay Trustees. It appears that the Porter Way, SF 99-West, and SF 99-East alternatives have the potential to impact the Synder, Hylebos Creek Buffer, West Fork Hylebos Creek Habitat (Karileen), and Spring Valley Ranch sites that are located along SF-99. The EPA notes the Karileen site is subject to a settlement as described in a Consent Decree between General Metals and the Trustees.[4]

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[1] DEIS, page 4.12-2.

[2] https://cumulis.epa.gov/supercpad/cursites/csitinfo.cfm?id=1000981

[3] DEIS, page 4.9-16.

[4] United States of America, State of Washington, Puyallup Tribe of Indians, and Muckleshoot Indian Tribe vs. General Metals of Tacoma, Inc., Consent Decree. 2007.

Clean Water Act (CWA) Section 404

The Hylebos watershed experiences ongoing impacts stemming from industry and urbanization, and remaining wetlands in the area are very valuable to ecosystem functions in Commencement Bay. The EPA recommends the FEIS consider:

- Additional mitigation for alternatives with impacts to water resources in the Hylebos watershed, with credit-to-debit ratios that adequately reflect the value of the impacted resources in light of extensive cumulative impacts.[5] This mitigation could encompass a variety of mitigation approaches such as preservation of intact aquatic ecosystems, enhancement of degraded wetlands or streams, and the re-establishment of hydrologic connectivity to isolated wetlands within the watershed. Given the growing threat of urban expansion within the Hylebos watershed, the EPA supports efforts that aim to restore and bolster anadromous fish habitat.
- A higher credit-to-debit ratio to provide adequate mitigation for unavoidable impacts to high value aquatic resources and existing restoration sites, including NRDA habitat sites. The EPA notes that properties located along Hylebos Creek north of 8th street have been identified as preferential areas by the Puyallup Tribe as they would serve as links between upstream restoration sites and downstream ecosystems.[6] Protecting and restoring these habitats will help strengthen both local ecologic integrity while also advancing broader regional efforts[7] to ensure long-term survival of salmon populations in Puget Sound.

CWA Section 303

While the DEIS acknowledges that surface waters in the study area discharge to the stream basins of Hylebos Creek, Wapato Creek, and the Puyallup River, only streams in the study area are discussed in the Affected Environment section.[8] The EPA recommends the FEIS include additional information to support the water quality analysis and broadening the discussion to include receiving waters or downstream waters outside the study area, as effects to study area streams could move downstream and affect water quality. For example:

- Commencement Bay, directly downstream of Hylebos Creek tributaries, is impaired by Dieldrin, PCBs, chlorinated pesticides, DDT, halogenated polycyclic aromatic hydrocarbons (HPAHs), Benzo(a)anthracene, Benzo(a)pyrene, Benzo(b)fluoranthene.
- The most recent Integrated Report indicates impaired water quality based on benthic macroinvertebrate bioassessment parameter for sections downstream of Hylebos Creek.

Given that the current condition of many of the surface waters within and adjacent to the project area exceed one or more of the CWA Section 303 water quality standards, it is important to understand whether and how construction and operation may impact existing water quality issues. The EPA recommends the FEIS:

- Describe relevant downstream impairments.

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[5] 40 CFR § 230.93(f)(2)

[6] Personal communication with the Puyallup Tribe on 12/20/2024.

[7] Puget Sound Comprehensive Conservation and Management Plan, approved by the USEPA (2022). https://www.psp.wa.gov/2022AAupdate.php. Accessed 1/31/2025.

[8] DEIS, Table 4.8-1.

- Consider and address how construction and operation associated with the proposed alternatives could mobilize sediments and associated pollutants and potentially impact receiving water quality (e.g., Commencement Bay). For example, address potential construction impacts related to the proposed reconfiguring of the stream channel for the Preferred FW Enchanted Parkway Alternative that could affect downstream sediment regimes.[9]
- Address how the proposed alternatives may impact and comply with the Puyallup River Bacteria Total Maximum Daily Load (TMDL).

CWA Section 401

The CWA provides states and authorized Tribes the authority to grant, deny, or waive certification of proposed federal licenses or permits that may discharge into WOTUS. This section of the CWA is an important tool for states and authorized Tribes to help protect the water quality of federally regulated waters within their borders, in collaboration with federal agencies. The EPA recommends coordination with all potential certification authorities (Puyallup Tribe of the Puyallup Reservation, Washington Department of Ecology, EPA R10) regarding CWA Section 401 for the purposes of streamlining regulatory processes.

Safe Drinking Water Act Sole Source Aquifer

The Sole Source Aquifer (SSA) program enables the EPA to designate an aquifer as a sole source of drinking water and establish a review area.[10] The EPA then reviews proposed projects that will both be located within the review area and receive federal funding. The review area includes the area overlying the SSA and may also include the source areas of streams that flow into the SSA's recharge zone. The EPA's review intends to ensure that the projects do not contaminate the SSA. This proposed project appears to be partially located within the Central Pierce County Aquifer Area, which received designation as a SSA by the EPA in 1994. The EPA recommends coordination with the appropriate EPA R10 Regional Contact for the Sole Source Aquifer Program regarding the SSA review requirements (contact information is linked below).[11]

Impacts to the Human Environment

The EPA appreciates the analysis on potential impacts to community facilities, neighborhood character, social resources, and community cohesion. The EPA agrees that the TDLE could positively impact communities in the study area by increasing transit reliability, connectivity, service frequency, and potential access to employment opportunities.[12] The EPA has concerns that the project may result in reasonably foreseeable adverse impacts to neighboring communities and recommends the FEIS further analyze and consider specific mitigation measures to address potential impacts to all neighboring communities, in accordance with FTA's Environmental Standard Operating Procedures 11.[13]

[9] DEIS, page 4.8-15.
[10] https://www.epa.gov/dwssa. Accessed 1/31/25.
[11] https://www.epa.gov/dwssa/sole-source-aquifer-contacts-epas-regional-offices#region10. Accessed 1/31/25.
[12] DEIS, page 4.4-12.
[13] https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/receiving-and-responding-public-and-agency-comments. Accessed 2/4/25.

While the DEIS notes 135 to 218 potential properties may be affected and displaced from the proposed alternatives that will be subject to the Uniform Relocation Act, the EPA highlights several examples of potential adverse impacts that may warrant additional consideration in the FEIS:

- The Federal Way Segment would result in potentially 77 to 102 residential displacements under the Preferred FW Enchanted Parkway Alternative at the senior Belmor Mobile Home Park.[14] The EPA is concerned about potential direct adverse impacts to a senior community and recommends the FEIS address and consider measures to mitigate potential direct adverse impacts to this senior community.
- The DEIS identifies an 84-unit emergency shelter that will be displaced under the SF Enchanted Parkway Alternative, however; specific mitigation or commitment to relocate the shelter is not discussed.[15] The EPA recommends the FEIS address and consider measures to mitigate shelter impacts.
- The DEIS notes that the proposed action would likely result in indirect economic impacts, including increased property value.[16] The DEIS notes a multitude of below market rate housing communities in the project area.[17] Sound Transit and the City of Tacoma provide guidance relating to the need for diverse housing types around major transit stations.[18,19] The EPA recommends the FEIS consider specific mitigation actions to address populations that may be adversely impacted by increased property values.

Mitigation

The EPA encourages the FEIS to consider alternatives or measures that address impacts to displaced communities and businesses and improve community cohesiveness to enhance the quality of the human environment. Consider developing specific mitigation measures to address the potential adverse impacts to all communities that are vulnerable to the project. In developing mitigation measures, consider mechanisms to minimize impacts of the proposed project and to shape mitigation efforts through public participation with each uniquely impacted population.

An example of a mitigation measure the EPA has seen applied in other federal projects to address impacts on communities is the development of a community benefits agreement (CBA). CBAs have been used to mitigate impacts to displaced communities and those with disrupted community cohesion from displacement of community gathering spaces like churches. Developing a CBA involves robust public participation to ensure mitigation measures benefit impacted populations. Consider neighborhood plans and goals when identifying mitigation measures to help inform mitigation to offset potential adverse impacts. Community benefits may vary from community to community depending on their unique attributes. Consider reviewing previous strategies to develop a CBA such as Federal Highway Administration's South End Park neighborhood redevelopment project,[20] and the FHWA's

[14] DEIS, page 4.1-4.
[15] DEIS, page 4.1-7.
[16] DEIS, page 4.3-15.
[17] Affordable housing and nonsubsidized below market rate housing within the study area is described on page 4.4-2 through 4.4-6.
[18] DEIS, page 4.2-19 refers to Sound Transit's Equitable Transit Oriented Development Policy (2018).
[19] DEIS, page 4.4-21 refers to City of Tacoma One Tacoma Plan and South Downtown Subarea Plan.
[20] https://www.fhwa.dot.gov/environment/environmental_justice/resources/ej_and_nepa/case_studies/case08.cfm. Accessed 1/31/2025.

Interstate 526 Low Country Corridor West project,[21] in which community members helped inform innovative mitigation measures.

Public Participation

The EPA appreciates the outreach that has been conducted so far during the NEPA process.[22] The EPA recommends the FEIS include a discussion on how public input will inform the decision-making process, in alignment with FTA's NEPA Standard Operating Procedures.[23]

Tribal Consultation

The EPA encourages continued consultation with affected Tribes and to incorporate feedback from the Tribes when making decisions regarding the project. The EPA recommends the FEIS describe the issues raised during consultations and how those issues were addressed.

Air Quality

The EPA acknowledges the air quality analysis, while noting Section 4.6.3.3 states that quantitative construction emission estimates are not available because details such as construction schedule, phasing, haul trips, and equipment use are not yet defined at this stage of the project.[24] Without the quantification of criteria pollutant emissions, it is difficult to determine whether construction emissions will lead to a potential violation of any air quality standards. The EPA recommends the FEIS:

- Estimate construction emissions using data available such as that from another project that are similar in scope to this project.
- Include design values for monitored criteria air pollutants rather than an annual average,[25] as design values are the typical statistic used to assess progress towards meeting the National Ambient Air Quality Standard (NAAQS).
- Consider the potential cumulative effects of air emissions, including from construction and operation, that could result from the proposed alternatives to communities already burdened by cumulative air emissions from nearby sites (e.g., Bridge Industrial, SeaTac Airport, OMF South).

Resilience

The EPA encourages the FEIS to further consider resilience planning in the project design to prepare for future stressors that pose risks to its operations and infrastructure, particularly given the long-lived nature of the planned infrastructure. Resilience planning, including considering measures such as raising infrastructure to accommodate higher flood levels, implementing durable materials that can withstand variable temperatures, and integrating green infrastructure (nature-based solutions) to enhance soil stability to better withstand erosion caused by flooding, may limit infrastructure damage and minimize unnecessary maintenance and replacement of public facilities due to damage from flooding and extreme weather events. The Draft EIS acknowledged that increased precipitation and sea-level rise could result in elevated flood risk to the proposed infrastructure. The FEIS could also

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[21] I-526 LCC West FEIS, Appendix F.

[22] DEIS, Appendix B.

[23] https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/environmental-programs/55996/11-responding-comments.pdf. Accessed 1/31/2025.

[24] DEIS, page 4.6-9.

[25] DEIS, Table 4.6-1 on page 4.6-3.

evaluate sensitivity and adaptive capacity to inform the design of the alternatives and agency decision making, as outlined in FTA's Transit Resilience Guidebook.[26]

We also encourage the FEIS to consider opportunities to design features that can improve energy efficiency, reduce waste, and reduce stormwater pollution runoff using onsite storm management features.[27]

[26] https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-05/TPE-FTA-Resilience-Guidebook-05-29-2024.pdf. Accessed 1/31/2025.
[27] https://www.epa.gov/green-infrastructure. Accessed 1/31/2025.

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February 10, 2025

By Email

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Perry Weinberg
Sound Transit
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Seattle, WA 98104-2826
tdlinkdeis@soundtransit.org

RE: Tacoma Dome Link Extension NEPA/SEPA DEIS City of Federal Way Technical Review Comments

Dear Ms. Fletcher and Mr. Weinberg,

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement (DEIS) for the Tacoma Dome Link Extension (TDLE). As you are aware a portion of the planned alignment and an additional light rail station are proposed within the City of Federal Way. We have appreciated the collaborative nature of the relationship Sound Transit staff looks to have with the City.

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Comments by the City of Federal Way are as follows:

Executive Summary

Page ES-19 and ES-20

- Table ES-3 Summary of Key Potential Impacts – South Federal Way Segment references the use of weekend closures of SR 99 for both the SF 99 West and SF 99 East alternatives. The use of weekend closures has not been previously discussed with the City of Federal Way and additional justification for a full weekend closure is required before it could be permitted.

- The SF 99 West alternative shows 6.31 acres of permanent wetland impact however, the impacted wetlands along the west side of Pacific Highway South within this area are located on parcels with several deed restrictions that may prove difficult or impossible to remove. This needs to be noted within the table in order to understand the full impact.

Page ES-34

- Section ES.3.2.5 Minimum Operable Segments and Interim Terminus for TDLE indicates that the parking facilities at the South Federal Way station would open by 2038 however the main DEIS includes the option for some interim surface parking between 2035 and 2038. This section should be updated to reflect the option for interim surface parking.

Alternatives Considered

Page 2-2

- The DEIS specifies that "All light rail alternatives would operate on a fixed guideway in exclusive right-of-way, outside of traffic, with no at-grade street crossings." However, it appears that all alternatives at least partially use existing City right-of-way and are not in exclusive right-of-way.

Page 2-10

- Section 2.1.2 Build Alternatives and Options specifies the options for no parking on opening day or interim surface parking sometime between 2035 and 2038. More information is needed on the proposed number of stalls for interim surface parking.

Page 2-19

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- The SF 99-Enchanted Station option includes driveway access to S 352nd St from the bus station area. The City has previously provided feedback that this access would at a minimum need to be restricted access (right in/right out only) if at all permissible.

Page 2-44

- Section 2.5.4 Overview or Construction Approach for TDLE Alternatives refers to the guideway running within the median of Pacific Highway South. There is currently no center median within this portion of Pacific Highway South in South Federal Way and therefore would require Sound Transit to widen the road to create this. Additionally, the City has concerns for the long-term maintenance requirements of this type of configuration as well as the access restrictions that this will create for properties along Pacific Highway South.

Transportation Environment and Consequences

Page 3-02

- Table 3-10 references an assumption of a 500-stall parking facility along with 520 park-and-ride trips, however because of the provision to allow for a delay in the installation of the parking facilities at the South Federal Way station if these trips are instead pick-up/drop-off trips they would result in a greater vehicular impact.

The following comments are related to Appendix F Conceptual Design Drawings

Page A00-KAP02 (21)

- Sidewalk at the intersection of S 333rd St and 24th Ave S is shown terminating at the intersection. Sidewalk shall not terminate in the middle of an intersection.

- Proposed improvements for S 330th St are obscured by the street label. Please adjust so all improvements are visible.

Page A00-KAP03 (22)

- The plans show a proposed stormwater facility on the south side of S 336th St, however this area is the site of the proposed Sound Transit Operations and Maintenance Facility South. A new location shall be proposed for the facility and the plans shall be updated to reflect the site location for the Sound Transit Operations and Maintenance Facility South.

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- The City has plans for a 12-foot shared use plan along S 336th St. Please ensure the proposed improvements are compatible with the City's plans.

Page A00-KAP04 (23)

- Evaluation of potential impacts to parking and lighting within the parking lot area of Walmart is needed.
- A column for the proposed guideway appears to fall within the roadway for S 347th Pl. please ensure columns do not fall within roadway area.

Page A00-KAP05 (24)

- Ensure frontage improvements are consistent with City standards.
- Column placement within private parking areas will need to be further evaluated for potential impacts in relation to parking stalls and site lighting.
- Ensure proposed parking stalls meet City code in regard to the distance from a drive aisle that connects to City roads to avoid conflicts with vehicles entering and exiting the roadway.

Page A00-KAP06 (25)

- Any columns placed within the roadway clear zone shall be evaluated to determine if crash attenuation is necessary.

Page A00-KAP07 (26)

- Additional improvements would be required for pedestrian and bike crossings and ramps in accordance with City standards.
- Additional improvements to frontage around roundabouts would be required to ensure cyclists are able to exit the roadway at the roundabout entrance with a ramp, have sufficient sidewalk space for a multiuse path, and are then able to return to the roadway with a ramp.

Page A00-KAP08 (27)

- Any proposed driveways shall meet City standards for width and spacing.
- Proposed frontage improvements shall include transitions from sidewalk to existing roadway when frontage improvements are no longer present within the right-of-way.

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Page A00-ASP101 (29)

- The following comments for the SF Enchanted Parkway Station also apply to the SF 352nd Span station option.
- The SF Enchanted Parkway station site plan includes a bus only aisle that goes around the proposed parking structure however, there does not appear to be sufficient turning area for buses. Curve radii shall be evaluated to ensure two buses may pass concurrently. If insufficient curve radii and sight distances are present, site alterations or additional property may be required.
- The location of the proposed parking structure appears to impact sight lines for the bus only aisle. Further evaluation is necessary.
- How will the bus only access/egress be enforced for the bus aisle adjacent to the proposed parking structure?
- Further information is required for the proposed pickup/drop-off area adjacent to the proposed parking structure including method of ingress and egress in relation to the garage along with how access will be controlled around the garage.
- Any parking stalls which abut pedestrian walkways shall include curb stops to keep vehicles from encroaching.

Page A00-ASP102 (30)

- The following comments for the SF Enchanted Parkway Station also apply to the SF 352nd Span station option.
- The SF Enchanted Parkway station with surface parking option appears to provide a dead-end lane within the parking area. Please adjust to be compliant with City standards. Adjustment may require additional property acquisition to maintain required parking stalls.
- Proposed surface parking stalls north of the proposed SF Enchanted Parkway station with surface parking option do not appear to provide sufficient drive aisles and connections to the existing parking lot. Additional access details are needed.
- The proposed pickup and drop off area for the SF Enchanted Parkway station with surface parking option appears to occur within the drive aisle of the proposed parking lot. Adjustment of the site layout is necessary to separate the pickup and drop-off area

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from the main parking lot. Additional property may be required after site layout adjustment to maintain appropriate parking stall requirements.

Page A00-APP101 (31)

- The following comments for the SF Enchanted Parkway Station also apply to the SF 352nd Span station option.
- Adjustment to the proposed Parking structure layout for the SF Enchanted Parkway station option may be required due to potential conflicts with pedestrians and vehicles entering/exiting the garage.

Page C00-KAP06 (45)

- The guideway for the SF I-5 alternative appears to have conflicts with the mast arms for the existing signal heads where it crosses over Enchanted Parkway near I-5. Further evaluation is required to ensure appropriate sight distance for the signal heads is maintained.
- The columns/guideway for the SF I-5 alternative appear to impact the curb line near the I-5 off ramp to Enchanted Parkway. Further evaluation is required.

Page C00-ASP101 (48)

- Ensure frontage improvements for the SF I-5 station option are consistent with City standards including providing a planter strip.

Page C00-ASP102 (49)

- Any parking stalls that abut pedestrian walkways shall include curb stops to keep vehicles from encroaching.
- The SF I-5 station with surface parking option includes additional driveway access points which would necessitate restricted vehicles movements with right-in/right-out restrictions. Does this have impacts to overall routing and vehicular impacts?

Page JA0-KAP04

- Column placement within private parking areas will need to be further evaluated for potential impacts in relation to parking stalls, pedestrian walkways, and site lighting.

Page JA0-KAP05

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- For the SF 99 East and West guideway alignments the signal heads at the S 348th/SR-18 and Enchanted Parkway S intersection need to be evaluated to confirm appropriate sight distance is maintained.

- Please ensure proposed frontage improvements are consistent with City standards.

Page JA0-KAP06

- Any columns placed within the roadway clear-zone shall either provide or be evaluated to demonstrate crash attenuation is not necessary.

Page JA0-KAP07

- Storm lines for Sound Transit maintained storm systems will not be allowed to cross the right-of-way without a franchise agreement with the City of Federal Way.

- Column placement should be evaluated to ensure sight distance is maintained.

Page JA0-KAP09

- Guideway placement within the median of Pacific Hwy South requires additional improvements to the roadway area as a portion of Pacific Hwy South does not contain a median.

Page JA00-ASP101

- The layout of the bus pickup/dropoff and layover stalls do not appear to provide adequate space for turning movements. Please reevaluate.

Page JA00-ASP102

- The layout of the surface parking lot for the SF 99 352nd Station with surface parking option includes a drive aisle in an awkward location. Please reassess to limit the number of crossings for pedestrians traveling through the lot.

Page KA00-ASP101

- The number of proposed driveway access points shown along S 352nd St on the SF 99 Enchanted station site plan exceeds the maximum allowed per City standards.

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The following comments are related to Appendix J1 Transportation Technical Report

Page J1-9

- Section 4.1 paragraph 2 appears to have an error in the date referenced. The first sentence lists the dates between 2016 and 2029 when referencing ridership. Was this meant to be 2019? Please update.

Page J1-65

- Figure 4-23 has labels which appear to block key information. Please adjust.

Page J1-94

- Table 4-40 includes information for parking supply and utilization however no information is provided for Federal Way.

Page J1-101

- Section 5.1.3 Facility Screenline Traffic Volume Projections references that Screenline volumes and v/c results are summarized in Table 5.3 – What proportion of vehicle trips would shift to transit and how were these assumptions developed?

Page J1-113

- In Section 5.2.3 there is reference to deferred parking at the planned South Federal Way and Fife stations. How will parking be accommodated during this time? Additionally, there is reference in the same section that if no parking is provided at these stations during this time that daily boardings would increase at other stations including up to

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100 at the Federal Way Downtown station – Is there sufficient parking to accommodate this?

Page J1-114

- Section 5.2.4 Table 5-10 shows 520 Park-and-Ride passengers exiting during the PM peak period – How does this align with a 500-space garage?

- Section 5.2.4 Table 5-10 shows 270 pickup passengers exiting during the PM peak period – Does this align with the number of parking spaces provided?

Page J1-115

- Table 5-10 continued shows 400 pickup passengers exiting during the PM peak period in the 'Without Parking' option – Where would pick-up/drop-off occur in the 'Without Parking" scenario to ensure that impacts to public space do not occur?

Page J1-116

- Table 5-11 shows 60 drop-offs for passengers boarding during the PM peak period - Similar to exiting passengers, how would pick-up/drop-off space be designed in the "without parking" scenario such that impacts to public space are mitigated?

Page J1-125

- Section 5.2.6 Minimum Operable Segments and Interim Termini - Conceptual plans addressing this scenario should be provided to understand full site impacts and ability to accommodate such condition. The City has not evaluated the impacts of the proposed concept, nor has Sound Transit demonstrated how this would not create adverse impacts that would require mitigation.

Page J1-126

- Table 5-15 2042 Regional and TDLE Transit Trips with the South Federal Way Interim Terminus – Need to ensure that operational analysis addresses the significant decrease in transit activity compared to Build Alternative

Page J1-127

- Table 5-19 PM Peak Period Mode of Access at South Federal Way Interim Terminus (2042) Passengers Exiting the Train – Need to understand how this would be designed to

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accommodate both a park and ride facility and increased transit transfers. Also, why would pick-up trips significantly decrease under this scenario?

Page J1-130

- Section 5.3 Arterials and Local Streets, the top bullet on page J1-130 mentions that 'South Federal Way Segment intersections would operate within City of Federal Way and WSDOT standards for both No-Build and build alternatives.' However, what about the interim build conditions?

Page J1-131

- Section 5.3.1.1 No-Build Alternative references the I-5 SR 161/SR 18 Triangle Improvement (Triangle) Project which was suspended in 2023 with no scheduled date of resumption – What would happen if this project is abandoned permanently? Would it result in operational impacts within the study areas?

Page J1-132

- Section 5.3.1.2 the last paragraph references increased park and ride activity – How would increased park and ride activity be accommodated at the station? Additionally, if people are parking at off-site locations, are pedestrian accommodations sufficient for that activity?

Page J1-134

- Table 5-26 TDLE Peak Hour Vehicle Trips by Station – Consistent with the modes of access information, this results in 520 vehicles entering and exiting the park and ride facility each day, but only a 500-space parking facility is proposed. If this amount of activity can't be accommodated at the park and ride, more trips may shift to pick-up/drop-off which has a higher net new vehicle trip impact.

Page J1-138

- Section 5.3.1.3 Interim Termini - The section mentions that pickup and drop-off trip generation would be the same as the build alternatives for the interim termini – The trip generation is different for the interim scenarios. The trip generation outlined for the interim scenario indicates a lower trip generation for pick-up/drop-off activity; however, the justification for this assumption is not clear. Please address.

Page J1-140

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- The South Federal Way I-5 Alternative mentions pickup and drop-off parking would be access from the driveways on S 356th St and Enchanted Parkway, however would this alternative still be possible in the event that the Triangle Project is permanently abandoned?

Page J1-187

- Figure 5-20 shows existing and funded pedestrian facilities within 1 mile of the South Federal Way proposed station locations. There is a gap before the SF I-5 station option - How do these gaps impact access to the SF I-5 option, and what is proposed to close these gaps?

Page J1-194

- Figure 5-26 shows the no-build and build alternatives pedestrian level of service at intersections near the South Federal Way segment – Would these conditions change under the interim terminus scenario or when the parking facilities are not yet in place?

Page J1-204

- Section 5.5.4.7 South Federal Way I-5 Alternative references the Triangle project – How would this alternative be impacted in the event that the Triangle Project is permanently abandoned?

Page J1-214

- Section 5.6.4.1 references that bus transit and paratransit facilities would be within the station footprint, however this is not an accurate statement. As shown in the conceptual plans and noted below, for many station alternatives there is a bus stop shown in the roadway adjacent to the station, such that transfers would require pedestrian crossings and additional potential for conflicts between different travel modes. It should be confirmed that this was considered for the nonmotorized evaluation of build conditions.

- Section 5.6.4.3 South Federal Way I-5 Alternative mentions the potential that buses may serve an on-street bus stop along Enchanted Parkway S – The location of a potential bus stop is not indicated on the conceptual plans. If a bus stop is located south of S 356th Street pedestrians transferring may try to cross mid-block rather than cross at the roundabout due to the added walk distance. This should be considered as part of the station design plan, safety evaluation, and nonmotorized evaluation.

Page J1-215

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- Section 5.6.4.4 South Federal Way 99-East Alternative needs to include the potential impacts of an on-street bus stop adjacent to the station and should address any impacts.

Page J1-221

- Section 5.7.2 states that the build alternatives would impact public on-street and off-street parking in the South Federal Way segment, however this does not align with the information in the table which indicates no impacts to public parking in the South Federal Way Segment. This requires clarification.

Page J1-225

- Section 5.7.15 Station Area Parking references the interim period when no parking would be provided at the South Federal Way Station so ridership would shift to other modes of access including more demand for pickup/drop-off spaces, however how can this be accomplished without any parking being provided at the station? Additionally, this section references some potential for spillover from the 500-space parking facility but does not mention that spillover would likely be even higher when the parking facility is not yet constructed.

- Section 5.7.16 Interim Terminus states that 500 parking spaces would be provided for the interim terminus at South Federal Way. In this condition, would the 500 parking spaces be provided immediately, or would it still be 3 years after opening?

Page J1-246

- Section 6.8.2 Federal Way Segment indicates that construction worker parking along the alignment through the Federal Way Segment would be on local streets only, however on street parking is very limited within Federal Way and it is not clear how that could occur for large portions of the project adjacent to arterial roads. Parking for construction workers shall be provided in a designated area outside the City right-of-way.

Page J1-247

- In section 6.8.3 South Federal Way Segment impacts to parking at Walmart for construction staging as well as permanent impacts to parking are noted – It is not clear how impactful this would be to Walmart's operations. Has existing parking occupancy been evaluated?

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- Section 6.8.3 South Federal Way Segment indicates that construction worker parking along the alignment through the Federal Way Segment would be on local streets only, however on street parking is very limited within Federal Way and it is not clear how that could occur for large portions of the project adjacent to arterial roads. Parking for construction workers shall be provided in a designated area outside the City right-of-way.

Page J1-259

- Section 9.1 Regional Facilities and Travel references the WSDOT Triangle project which was suspended in 2023. Please indicate what impacts might be expected if the project is not complete prior to construction of the Tacoma Dome Link Extension.

The following represents comments from the Community Development and Economic Development Departments:

1. Parking

- The provision of surface parking is inconsistent with the City's recently-approved South Station Sub-area Plan and zoning code. This inconsistency is unmitigable.
- It is unclear if the EIS has adequately evaluated impacts to the local street network and nearby properties due to the lack of parking for a 3-year period. The city believes there will be traffic and parking impacts on private properties that require evaluation and potential mitigation.
- The DEIS needs to evaluate additional properties in the area that could provide required and needed parking during the use of the station and for construction worker parking and staging during construction. Project plans will need to include these additional properties, and it is apparent these impacts have not been included in the DEIS.

References:

ES.1: Pages ES-3 & 4 (PDF Pg 18 of 62), last sentence of page.

ES.3.2: Page ES-9 (PDF Pg 24 of 62), fourth bullet and end of paragraph at bottom of page.

ES.3.2.2: Page ES-16 (PDF Pg 31 of 62), last portion of the 2nd paragraph.

DEIS Page i (PDF Pg 5 of 607), Fact Sheet/Dates of Const. & Opening, last paragraph of page.

DEIS 2.1.2: Page 2-10 (PDF Pg 94 of 607), bottom half of page.

DEIS 4.1.3: Page 4.1-4 (PDF Pg 204 of 607), first paragraph of page.

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2. Weekend closures on SR 99

a. Weekend closures are not mentioned elsewhere in the DEIS.

b. The DEIS must discuss the reasons/need for, and the impacts that would result from, such closures. In addition, the DEIS must demonstrate how these impacts would be mitigated.

Reference:

ES.3.2.2: Page ES-19 (PDF Pg 34 of 62), columns 4 & 6 of 2nd line of Table ES-3.

3. Emergency Housing Impacts or Displacement

The City is concerned that impacts on the Red Lion Hotel/King County Emergency Shelter, and the associated mitigation measures have not been fully identified and evaluated.

a. The impacts of Sound Transit's acquisition of this hotel cannot be mitigated without replacement, as this is the City's Only Emergency Shelter.

b. The DEIS needs to explore modifications to design options that do not require full acquisition. If there is not a full take, analysis and mitigation needs to be provided for the track being placed proximate to this residential facility. It is unclear why use of the Emergency Shelter site is needed for construction staging and seems to disproportionately impact people who are already significantly impacted.

References:

DEIS 4.1.3: Page 4.1-3 (PDF Pg 203 of 607), Table 4.1-1, Note 5.

DEIS 4.1.3: Page 4.1-5 (PDF Pg 205 of 607), Table 4.1-2, Note 3.

DEIS 4.1.3: Page 4.1-7 (PDF Pg 207 of 607), 2nd Paragraph.

DEIS Fig. 4.4-3 Social Resources.

DEIS Page 4.4-15 to 16

DEIS Table 4.4-3

DEIS Table 4.14-4 Other Public Service Providers.

DEIS Page 4.14-17

Appendix F (Conceptual Design Drawings): PDF Pages 24, 218, & 236.

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4. Residential Displacement

a. It is not clear where the 17 residential displacements in Table ES-3 would occur, and how these impacts would be mitigated.

b. The Design Option mentioned in DEIS Subsection 2.1.2.1, and depicted on Figure 2-10, would require the removal of additional homes in Belmor. The additional impacts of residential displacement for the Design Option need to be evaluated and mitigated in the DEIS and compared to the impacts of the Preferred FW Enchanted Parkway option.

c. Table 4.1-1: The locations of the Residential Units Displaced by the Preferred FW Enchanted Parkway with Design Option Alternative, and the SF 99-West Alternatives are not clear. The locations need to be specified in the DEIS.

References:

ES.3.2.2: Page ES-19 (PDF Pg 34 of 62), columns 4 & 5 of 4th of Table ES-3.

DEIS 2.1.2.1: Page 2-13 (PDF Pg 97 of 607), Federal Way Segment and Figure 2-10.

DEIS 4.1.3: Page 4.1-3 (PDF Pg 203 of 607), Table 4.1-1.

5. Residential Displacement: Crosspointe

The City is concerned that impacts to the CrossPointe Apartments, and the associated mitigation measures, have not been fully identified and evaluated.

a. The loss of (and/or adverse impact on) affordable housing units at CrossPointe Apartments could be difficult to replace and/or mitigate.

b. Discussion about the South Federal Way Segment identifies Below Market Rate Housing, which is not a defined term.

c. Six Social Resources are located in the South Federal Way Segment Study Area. Crosspointe is inconsistently and inadequately analyzed relative to the impacts to it:
   - DEIS Fig 4.4-3 and Appendix C, Figure C3-10, show Crosspointe as a Social Resource.
   - DEIS Pg 4.4-15 incorrectly states Crosspointe is not a Social Resource.
   - Table C6-1 identifies displacements, including Crosspointe. However, the mitigation is relocation and vague references to the remainder of the DEIS.

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d. The DEIS does not addresses the impacts of removing small amounts of existing Below Market Rate Housing within walking distance to the station.

e. Appendix J, SF Enchanted Parkway Alternative: Bullet 4 on Pg J2-4 does not analyze the alternative that impacts Crosspointe by removing a significant landscape screen; and also does not analyze the impacts of placing aerial track through and above Crosspointe Apartments. Thus, it is not possible to conclude that the impacts would result in a medium to low change.

f. Appendix J, Table J2-1, states that the SF Enchanted Parkway Alternative "would not substantially reduce intactness to the varied built environment along Enchanted Parkway." Yet is it also states: "It would reduce intactness for residents adjacent to the parkway …." and the landscape is described as not being "substantially impacted…". These descriptions are inconsistent and incorrect.

g. As a Social Resource in the Study Area and within walking distance to the station, impacts to CrossPointe must be analyzed and mitigated, but preferably avoided.

   1. The heavily-landscaped buffer along Crosspointe's entire eastern edge would be removed; yet the DEIS does not discuss these impacts and how they would be mitigated.
   2. Figure J2-6, in Appendix J does not include a visual analysis of the impacts to Crosspointe, and instead focuses on the I-5 station with views away from Crosspointe.
   3. Observation Point 11 looks at SF I-5 station and not SF Enchanted Way's track alignment. The heavily-landscaped eastern edge of Crosspointe is visible in the images of Observation Point 11 (Fig J2-14) but its impacts are not analyzed.
   4. Appendix J does not identify Crosspointe by name and does not include any analyses of the project impacts on the apartments.
   5. Of the six existing social resources in the Study Area, only Park 16 and Crosspointe are within the nonmotorized walking distance of 1 mile from the station. The impacts to the residential resources within walking distance of the station by removing existing housing from Crosspointe are not sufficiently analyzed.

References:

DEIS 4.4.2.1: Page 4.4-5 (PDF Pg 207 of 607), Fig. 4.4-3 Social Resources.

DEIS 4.4.3.2: Page 4.4-13 (PDF Pg 262 of 607), Table 4.4-3.

DEIS 4.4.3.2: Page 4.4-15 & 16 (PDF Pg 264 & 265 of 607), S. FW Segment/CrossPointe Apartments.

DEIS 4.14.2.6: Page 4.14-12 (PDF Pg 470 of 607), Table 4.14-4 Other Public Service Providers.

DEIS 4.14.3.2: Page 4.14-17 (PDF Pg 475 of 607), South Federal Way Segment.

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DEIS 4.14.3.3: Page 4.14-19 (PDF Pg 477 of 607), South Federal Way Segment.

Appendix C, Environmental Justice Technical Report.

Appendix J, Visual and Aesthetic Resources Background and Simulation Analysis.

6. Impacts on Business Community

General Comment:

It is not possible to comment on the impacts to the business community in a meaningful way, as the DEIS does not include any data, and no sourcing of data has been provided. Furthermore, the DEIS does not include any analyses, and no mitigation plan is provided for issues presented. Nor does the DEIS mention if, or when, a deeper analysis will be completed that might include a mitigation plan. The following items demonstrate this:

Economic Effects/Financial Impacts:

a. There is no data or analysis on the financial effects over the time horizon of the project on the impacted businesses (both in the rail zone and the construction laydown zone). Individual businesses have not been identified in the context of a greater analysis, which would include the identification of which industries would or could be lost to the city, lost revenue projections for the city, and a discussion of mitigation of impacts on both impacted businesses and the city's economy.

b. The DEIS does not evaluate the project's impacts on revenue generation for the City, and how the project would mitigate these impacts. The revenue generated from construction is commented on, but there is no comparison of that revenue vs how much is projected to be lost.

c. Nor is there any clarity or detail on how construction affects Federal Way economically (i.e., how many workers would stay in Federal Way as opposed to other cities - and for how long? Would workers live in extended stay hotels and contribute to the City's economy in an impactful way?)

d. The financial figures provided are not clear. Are they in today's value of money or future value of money? This can have serious financial implications that need to be evaluated in the DEIS.

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Parking:

a. There is no analysis of how the project's impacts on parking will impact local business. If commuters have limited parking, they will occupy parking around the station that is for business use on a daily ongoing basis. What is the mitigation plan for these impacts?

b. Additionally, with parking construction delay, how will the above be addressed?

c. Given property acquisition may be more than 5 years off, there are impacts to existing businesses expected to be taken as part of property acquisition. This 5-year delay in certainty is an impact on existing businesses that has not been evaluated in the DEIS.

Property acquisition process:

a. There is high level presentation of property acquisition in other appendices; but no data, financial analyses, or clear definitive acquisition and mitigation process is provided.

Construction laydown areas:

a. Will businesses in construction laydown areas be treated the same as businesses whose properties are directly purchased due to being along the track line? The DEIS needs to provide details on the mitigation plan that would be implemented for temporary and/or partial acquisitions.

b. What is the plan for this land after construction laydown?

References:

ES.3.2.2: Page ES-19 & 20 (PDF Pgs 34 & 35 of 62), Table ES-3.

ES.4: Page ES-36 (PDF Pg 51 of 62).

DEIS 4.3.2: Affected Environment, Page 4.3-1 (PDF Pg 234 of 607).

DEIS 4.3.3: Impact of Acquisitions & Displacements on Tax Base, Page 4.3-8 (PDF Pg 241 of 607).

DEIS 4.3.3: Avoidance and Minimization of Construction Impacts, Page 4.3-14 (PDF Pg 247 of 607).

DEIS 4.4.2.2: South Federal Way Segment, Pages 4.4-10 & 11 (PDF Pg 259 of 607).

DEIS 4.4.3.1: No-Build Alternative, Page 4.4-12 (PDF Pg 261 of 607).

Appendix H 2.1, 2.2, & 2.3: Pages H1-108 through H1-110 (PDF Pgs 111 - 113).

7. Use of Wetlands

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a. It should be noted that the cited 6.31 Acres of impacted property contains several deed restrictions that may be difficult or impossible to remove. The DEIS needs to consider these deed restrictions, and how the related constraints on the use of those properties might be overcome/resolved. If further analysis indicates that it is not likely that these restrictions can be resolved, the feasibility of the "SF 99 West" Alternative may need to be reconsidered.

b. The DEIS does not fully delineate and assess the impacted wetlands associated with each of the project Alternatives. The information provided related to wetlands and other critical areas is extremely vague and does not allow City staff to provide meaningful review and comment.

c. Wetlands need to be mapped and included in the DEIS. The document states that there are fewer long term impacts to FW Enchanted Pkwy wetlands. However, those are the most significant wetlands in the City. The DEIS and ultimate selection of a Preferred Alternative, needs to analyze ways in which these impacts can be avoided, then minimized, and finally the extent to which they can be mitigated.

Reference:

ES.3.2.2: Page ES-19 (PDF Pg 34 of 62), 4th column of 4th line of Table ES-3.

8. Interim Terminus for TDLE

a. The DEIS does not appear to evaluate the impacts of using the South Station as an Interim Terminus, and how those impacts would be mitigated.

Reference:

ES.3.2.5: Page ES-34 (PDF Pg 49 of 62).

9. Elevated track guideways

a. As proposed, it appears almost all (if not all) alternatives would at least partially use existing City right-of-way, so references to all alternatives operating in exclusive right-of-way are incorrect.

b. The under-utilization of areas under elevated track guideway will create dead-zones. The adverse impacts of these void spaces need to be evaluated in the DEIS. The evaluation should look at the area within the South Station sub-area plan and outside of the sub-area plan as two distinct areas.

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Reference:

DEIS 2.1.1: Page 2-2 (PDF Pg 86 of 607), Components of Build Alternatives.

10. Lack of detail and information relating to Alternatives

a. There is a lack of detail and information on all of the figures (Figs 2-12, 2-14, 2-16, 2-18, 2-20) for the different Alternatives making it unclear as to exactly what components will be present onsite, and therefore making it difficult for the community to determine the impacts associated with each Alternative's location and design. This includes unlabeled cream-colored boxes on Figs 2-12, 2-14, 2-16 and undefined shapes in green and cream in Figs 2-18, 2-20. The addition of legends, labels and/or call-outs would provide some clarification.

b. Project staging areas and potential future Transit-Oriented Development (TOD) Parcels are also missing from evaluation in the DEIS.

c. All of the potential future station locations, except for the I-5 station, are located in the South Station Sub-Area Plan. However, Station Alternatives shown in these figures (for example, Figure 2-18) do not appear to take into consideration the goals and policies in the plan.

Reference:

DEIS 2.1.2.2: Page 2-16 through 2-20 (PDF Pg 100-104 of 607).

11. Comprehensive Plan Designations and Subarea Plan

a. The DEIS states that plans adopted after the DEIS is issued will be addressed in the FEIS. Both the City's 2024 Comprehensive Plan and South Station Subarea Plan were adopted or approved in December 2024. Therefore, the impacts and mitigations relative to the plans, goals, and policies in those documents must be incorporated into the FEIS.

Reference:

DEIS 4.2.2.2: Page 4.2-2 (PDF Pg 213 of 607), South Federal Way Segment.

b. Figures 4.2-1, 4.2-3 need to be revised to reflect the changes made to the Land Use Designations for property on and around the station sites as a result of the 2024 Comprehensive Plan Update. Note that other figures may also need to be updated to reflect current Comprehensive Plan Land Use Designations.

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Reference:

DEIS 4.2.2.2: Pages 4.2-3 & 4.2-5 (PDF Pages 214 & 216 of 607).

12. Construction Impacts

This subsection states that: "The analysis of construction impacts also considers temporary changes in noise, air emissions, visual conditions, and transportation. During construction, some nearby businesses and residents may experience hardships. Proximity and construction impacts for adjacent properties, however, were considered based on the findings of other environmental analysis, including TDLE's practices to avoid impacts as well as to reduce them through minimization measures and the mitigation proposed for these other environmental topics".

a. This subsection lists some of the potential impacts caused by construction. However, details/specifics relating to those are limited. The DEIS needs to identify and evaluate all impacts to existing uses, including parking stall and/or loading zone displacements; business disruptions; and, removal of adjacent occupied properties. The project shall not result in any nonconformities with code.

b. Given that the analyses of potential impacts have been conducted at such a high level in this DEIS that specific impacts (and their severity) cannot be adequately identified and analyzed at a sufficient level of detail to identify what mitigation measures will be needed and if mitigation is even possible; future environmental review may be required.

Reference:

DEIS 4.2.3.3: Page 4.2-18 (PDF Pg 229 of 607).

13. Tree Canopy Impacts

a. The I-5 and Pacific Hwy corridors in Federal Way consist of significant asphalt surfacing and have been surveyed to be portions of the city will the smallest tree canopy. If this existing disparate impact is worsened by construction of TDLE, it needs to be addressed and mitigated. Removal of trees within the project corridor will have a negative impact on the City's urban heat index and citywide tree canopy coverage. These impacts need to be evaluated and compared between the different Alternatives and mitigation needs to be identified and included as part of the project.

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b. No analysis or information is provided related to the City's canopy goals as outlined in the City's 2024 Comprehensive Plan (CH 10). The Comprehensive Plan requires preserving tree density, and improving tree canopy. The DEIS needs to include a mitigation plan that will comply with the goals and policies of the Comprehensive Plan.

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Please reach out to either of us or Kent Smith if you have any questions regarding the comments in this letter.

Sincerely,

Digitally signed by EJ Walsh
DN: C=US, E=ej.walsh@cityoffederalway.com, O=City of Federal Way, OU=Public Works Director, CN=EJ Walsh
Date: 2025.02.10 16:50:37-08'00'

EJ Walsh, P.E.
Public Works Director

Keith Niven, AICP, CEcD
Community Development Director

cc: Jim Ferrell, Mayor
Federal Way City Council
Kent Smith, Sound Transit Liaison

Attachment: Supplemental Executive Summary Comments
Supplemental Environmental Impact Statement and Appendix A Comments
Supplemental Appendix D Comments
Supplemental Appendix F Comments
Supplemental Appendix J1 Comments
Supplemental Appendix J4 Comments

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Attachment

Supplemental Executive Summary Comments

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00 TDLE DEIS Executive Summary.pdf Markup Summary

2 (1)

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Author: hbosak
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informs Tribes, the public, agencies, and decision makers about the alternatives and environmental consequences of building and operating the Tacoma Dome Link Extension from the City of Federal Way in King County to Tacoma in Pierce County

19 (2)

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Author: kniven
Date: 12/11/2024 11:45:45 AM
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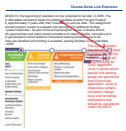
Consistencies w/ City Code?



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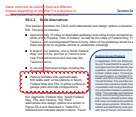
This level of project requires at min a level 3 review plus the DA which I assume will be forthcoming for TDLE segement. Level 3 review would require that parking design be required at time of land use application. Level of impervious surface included in design have environmental implications that should be considered under this DEIS.

24 (1)



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Same comment as above - there are different impacts depending on whether it is a structure or surface parked that needs to be considered

34 (3)

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The missing piece is revenue generation for City.

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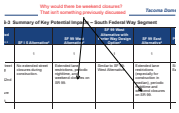
Where are these?



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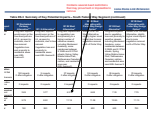
Why would there be weekend closures? That isn't something previously discussed

35 (1)



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Contains several deed restrictions that may prove hard or impossible to remove

49 (3)

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What?

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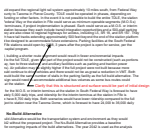
The impacts of this need to be evaluated



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Clarify that this is structured and surface would be part of initial design

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what about temp impacts to businesses during construction?

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Attachment

Supplemental Environmental Impact Statement and Appendix A Comments

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01 TDLE Draft Environmental Impact Statement and Appendix A.pdf Markup Summary

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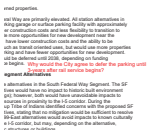
Needs evaluation

45 (2)



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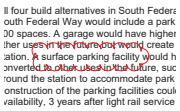
Why would the City agree to defer the parking until 3-years after rail service begins?



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Surface parking would have greater environmental impacts than a garage and is not aligned with FW comprehensive plan development goals.

63 (1)

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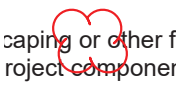
Not providing a parking facility to serve the stations at the start of service will spread emissions more vastly throughout nearby communities as people will search for local neighborhood streets for parking near the station. This should be more adequately assessed.

65 (2)



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and / or seems more appropriate here

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More specific mitigation measures seems more appropriate. These seem very high level.

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68 (1)

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To KN's point, this aspect of analysis is lacking assessment of the loss of much needed emergency housing at 16th/348th.

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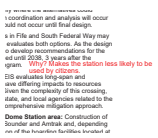
72 (1)



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Why? Makes the station less likely to be used by citizens.

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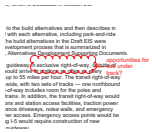
86 (2)



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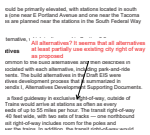
Page Label: 86
Author: kniven
Date: 12/16/2024 8:51:33 AM
Status:
Color:
Layer:
Space:

opportunities for use under track?



Subject: Callout
Page Label: 86
Author: EJ Walsh
Date: 12/30/2024 3:46:39 PM
Status:
Color:
Layer:
Space:

All alternatives? It seems that all alternatives at least partially use existing city right of way as proposed

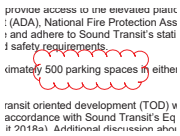
---

87 (1)

Subject: Callout
Page Label: 87
Author: EJ Walsh
Date: 12/30/2024 3:47:27 PM
Status:
Color:
Layer:
Space:

Does not appear to be exclusive...

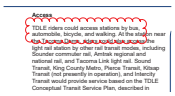
88 (1)



Subject: Cloud
Page Label: 88
Author: hbosak
Date: 1/6/2025 1:56:08 PM
Status:
Color:
Layer:
Space:

A parking study should be required based on the issues associated with parking at other stations.

89 (1)



Subject: Cloud
Page Label: 89
Author: hbosak
Date: 1/6/2025 2:02:11 PM
Status:
Color:
Layer:
Space:

To provide adequate response/questions related to environmental impacts aspects more data pertaining to current rider station access should be provided.

94 (2)

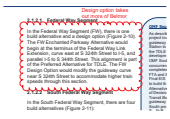
Subject: Cloud+
Page Label: 94
Author: kniven
Date: 12/16/2024 9:35:15 AM
Status:
Color:
Layer:
Space:

Impacts need to be evaluated

Subject: Callout
Page Label: 94
Author: marisfry
Date: 1/21/2025 3:40:59 PM
Status:
Color:
Layer:
Space:

Need to understand how much parking would be provided under this condition.

97 (1)



Subject: Cloud+
Page Label: 97
Author: kniven
Date: 12/16/2024 9:38:45 AM
Status:
Color:
Layer:
Space:

Design option takes out more of Belmor

100 (2)

Subject: Cloud+
Page Label: 100
Author: kniven
Date: 12/16/2024 9:41:54 AM
Status:
Color:
Layer:
Space:

what is this?

Subject: Cloud
Page Label: 100
Author: hbosak
Date: 1/6/2025 2:18:13 PM
Status:
Color:
Layer:
Space:

Surface parking is not an environmentally prudent way to develop the needed parking - greater impacts on energy demand, environmental degradation, spread of GHG, social/neighborhood impacts. This option is also not aligned with the City's long range development goals.

103 (2)

Subject: Cloud+
Page Label: 103
Author: kniven
Date: 12/16/2024 9:43:11 AM
Status:
Color:
Layer:
Space:

Need a building pad at the corner

The city has previously provided feedback that this would need to be restricted access (right in/right out) if at all permissible. Does not appear that was picked up

Subject: Callout
Page Label: 103
Author: EJ Walsh
Date: 12/30/2024 3:50:48 PM
Status:
Color:
Layer:
Space:

The city has previously provided feedback that this would need to be restricted access (right in/right out) if at all permissible. Does not appear that was picked up

104 (1)

Subject: Cloud+
Page Label: 104
Author: kniven
Date: 12/16/2024 9:46:53 AM
Status:
Color:
Layer:
Space:

is unbuilt space for TOD? Slide garage to east or west to maximize developable area

128 (1)

Subject: Callout
Page Label: 128
Author: EJ Walsh
Date: 1/2/2025 1:46:48 PM
Status:
Color:
Layer:
Space:

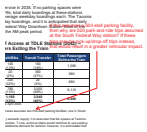
There is no center median in Pac Hwy. This would require ST to widen the road to create this. The City also raised concerns about long term maintenance of this type of configuration.

131 (1)

Subject: Cloud+
Page Label: 131
Author: kniven
Date: 12/16/2024 1:32:59 PM
Status:
Color:
Layer:
Space:

public art?

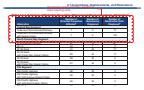
155 (1)



Subject: Callout
Page Label: 155
Author: marisfry
Date: 1/22/2025 2:32:55 PM
Status:
Color:
Layer:
Space:

If this assumes a 500-stall parking facility, then why are 520 park-and-ride trips assumed at the South Federal Way station? If these trips may be pick-up/drop-off trips instead, that would result in a greater vehicular impact.

203 (2)



Subject: Cloud+
Page Label: 203
Author: kniven
Date: 12/16/2024 3:25:43 PM
Status:
Color:
Layer:
Space:

The Design option includes significant more housing units

Subject: Cloud+
Page Label: 203
Author: kniven
Date: 12/16/2024 3:27:11 PM
Status:
Color:
Layer:
Space:

where are these

204 (1)

Subject: Cloud+
Page Label: 204
Author: kniven
Date: 12/16/2024 3:28:16 PM
Status:
Color:
Layer:
Space:

inconsistent w/ S Station Plan

207 (1)

Subject: Cloud+
Page Label: 207
Author: kniven
Date: 12/16/2024 3:35:40 PM
Status:
Color:
Layer:
Space:

Taking out the Red Lion would be an unmitigated impact

213 (2)

Subject: Cloud+
Page Label: 213
Author: kniven
Date: 12/16/2024 4:47:06 PM
Status:
Color:
Layer:
Space:

it's done

Subject: Cloud+
Page Label: 213
Author: kniven
Date: 12/16/2024 4:49:21 PM
Status:
Color:
Layer:
Space:

OMF was rezoned CE

216 (1)

Subject: Cloud+
Page Label: 216
Author: kniven
Date: 12/16/2024 4:50:53 PM
Status:
Color:
Layer:
Space:

outdated - now mixed use

229 (2)

Subject: Cloud+
Page Label: 229
Author: kniven
Date: 12/17/2024 9:41:07 AM
Status:
Color:
Layer:
Space:

super vague -- looks like a "trust us"

Subject: Cloud+
Page Label: 229
Author: kniven
Date: 12/17/2024 9:41:56 AM
Status:
Color:
Layer:
Space:

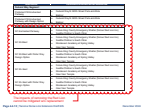
not true

233 (1)

Subject: Cloud+
Page Label: 233
Author: kniven
Date: 12/17/2024 1:20:59 PM
Status:
Color:
Layer:
Space:

Tanja?

262 (1)



Subject: Cloud+
Page Label: 262
Author: kniven
Date: 12/17/2024 3:22:18 PM
Status:
Color:
Layer:
Space:

The impacts of removing the Red Lion cannot be mitigated w/o replacement

City Hall
33325 8th Avenue South
Federal Way, WA 98003-6325
253-835-7000
www.cityoffederalway.com
Jim Ferrell, Mayor

Attachment

Supplemental Appendix D Comments

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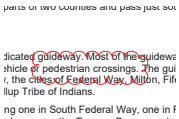
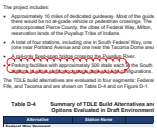
04 TDLE DEIS Appendix D Section 4(f) Evaluation.pdf Markup Summary

10 (2)



Subject: Cloud
Page Label: 10
Author: hbosak
Date: 1/7/2025 11:47:43 AM
Status:
Color:
Layer:
Space:

I assume that this does not include required pedestrian crossings where stations are located.



Subject: Cloud
Page Label: 10
Author: hbosak
Date: 1/7/2025 11:48:45 AM
Status:
Color:
Layer:
Space:

See previous comments. A parking study looking at previous stations should be required.

17 (1)

Subject: Cloud
Page Label: 17
Author: hbosak
Date: 1/7/2025 4:09:07 PM
Status:
Color:
Layer:
Space:

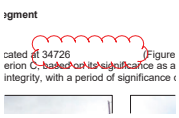
Data collected to make this determination should be provided or at least more in-depth for transparency.

22 (1)

Subject: Cloud
Page Label: 22
Author: hbosak
Date: 1/7/2025 4:20:25 PM
Status:
Color:
Layer:
Space:

The City Planning Division was never included in this discussion.

24 (1)



Subject: Cloud
Page Label: 24
Author: hbosak
Date: 1/7/2025 4:25:23 PM
Status:
Color:
Layer:
Space:

Appears that the report is missing information here.

CITY OF Federal Way
Centered on Opportunity

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Federal Way, WA 98003-6325
253-835-7000
www.cityoffederalway.com
Jim Ferrell, Mayor

Attachment

Supplemental Appendix F Comments

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Appendix F comments have been consolodated and will be responded to as a batch.

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253-835-7000
www.cityoffederalway.com
Jim Ferrell, Mayor

Attachment

Supplemental Appendix J1 Comments

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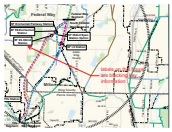
09 TDLE DEIS Appendix J1 Transportation Technical Report.pdf Markup Summary

21 (1)

Subject: Callout
Page Label: 21
Author: marisfry
Date: 12/30/2024 8:22:09 AM
Status:
Color:
Layer:
Space:

Is this saying that projections showed ridership increasing? Or is this an error in the year referenced?

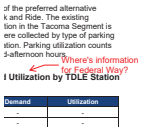
77 (1)



Subject: Callout
Page Label: 77
Author: marisfry
Date: 1/3/2025 10:43:44 AM
Status:
Color:
Layer:
Space:

labels on this figure are blocking key information

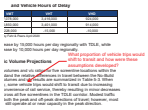
106 (1)



Subject: Callout
Page Label: 106
Author: marisfry
Date: 1/3/2025 12:52:08 PM
Status:
Color:
Layer:
Space:

Where's information for Federal Way?

113 (1)



Subject: Callout
Page Label: 113
Author: marisfry
Date: 1/6/2025 10:17:32 AM
Status:
Color:
Layer:
Space:

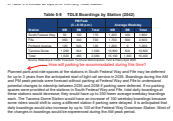
What proportion of vehicle trips would shift to transit and how were these assumptions developed?

115 (1)

Subject: Highlight
Page Label: 115
Author: marisfry
Date: 1/6/2025 10:48:10 AM
Status:
Color:
Layer:
Space:

Source: PSRC Travel Demand Model and Sound Transit Incremental Ridership Model, modified by Fehr & Peers April 2020

125 (2)



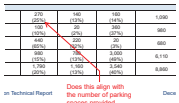
Subject: Callout
Page Label: 125
Author: marisfry
Date: 1/6/2025 11:26:51 AM
Status:
Color:
Layer:
Space:

How will parking be accommodated during this time?

Subject: Callout
Page Label: 125
Author: marisfry
Date: 1/6/2025 11:31:18 AM
Status:
Color:
Layer:
Space:

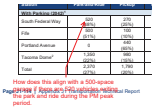
Is there sufficient parking to accommodate this?

126 (2)



Subject: Callout
Page Label: 126
Author: marisfry
Date: 1/6/2025 11:36:22 AM
Status:
Color:
Layer:
Space:

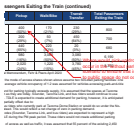
Does this align with the number of parking spaces provided.



Subject: Callout
Page Label: 126
Author: marisfry
Date: 1/16/2025 7:13:40 AM
Status:
Color:
Layer:
Space:

How does this align with a 500-space garage if there are 520 vehicles exiting the park and ride during the PM peak period.

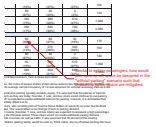
127 (1)



Subject: Callout
Page Label: 127
Author: marisfry
Date: 1/24/2025 1:10:43 PM
Status:
Color:
Layer:
Space:

Where would pick-up/drop-off occur in the "without parking" scenario to ensure that impacts to public space do not occure?

128 (1)



Subject: Callout
Page Label: 128
Author: marisfry
Date: 1/24/2025 1:13:39 PM
Status:
Color:
Layer:
Space:

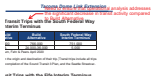
Similar to exiting passengers, how would pick-up/drop-off space be designed in the "without parking" scenario such that impacts to public space are mitigated.

137 (1)

Subject: Callout
Page Label: 137
Author: marisfry
Date: 1/16/2025 7:45:11 AM
Status:
Color:
Layer:
Space:

Conceptual plans addressing this scenario should be provided to understand full site impacts and ability to accommodate such condition.

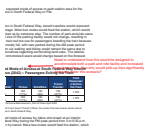
138 (1)



Subject: Callout
Page Label: 138
Author: marisfry
Date: 1/16/2025 7:46:24 AM
Status:
Color:
Layer:
Space:

Need to ensure that operational analysis addresses the significant decrease in transit activity compared to Build Alternative

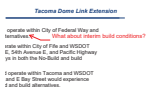
139 (1)



Subject: Callout
Page Label: 139
Author: marisfry
Date: 1/24/2025 1:22:03 PM
Status:
Color:
Layer:
Space:

Need to understand how this would be designed to accommodate both a park and ride facility and increased transit transfers. Also why would pick-up trips significantly decrease under this scenario?

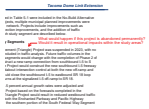
142 (1)



Subject: Callout
Page Label: 142
Author: marisfry
Date: 1/16/2025 7:55:12 AM
Status:
Color:
Layer:
Space:

What about interim build conditions?

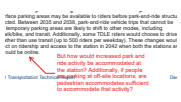
143 (1)



Subject: Callout
Page Label: 143
Author: marisfry
Date: 1/16/2025 7:58:13 AM
Status:
Color:
Layer:
Space:

What would happen if this project is abandoned permanently? Would it result in operational impacts within the study areas?

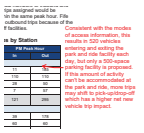
144 (1)



Subject: Callout
Page Label: 144
Author: marisfry
Date: 1/16/2025 8:01:33 AM
Status:
Color:
Layer:
Space:

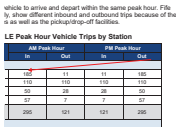
But how would increased park and ride activity be accommodated at the station? Additionally, if people are parking at off-site locations, are pedestrian accommodates sufficient to accommodate that activity?

146 (2)



Subject: Callout
Page Label: 146
Author: marisfry
Date: 1/16/2025 8:06:30 AM
Status:
Color:
Layer:
Space:

Consistent with the modes of access information, this results in 520 vehicles entering and exiting the park and ride facility each day, but only a 500-space parking facility is proposed. If this amount of activity can't be accommodated at the park and ride, more trips may shift to pick-up/drop-off which has a higher net new vehicle trip impact.



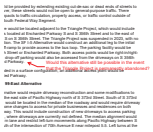
Subject: Arrow
Page Label: 146
Author: marisfry
Date: 1/16/2025 8:05:42 AM
Status:
Color:
Layer:
Space:

150 (1)

Subject: Callout
Page Label: 150
Author: marisfry
Date: 1/24/2025 1:47:07 PM
Status:
Color:
Layer:
Space:

The trip generation is different for the interim scenarios. The trip generation outlined for the interim scenario indicates a lower trip generation for pick-up/drop-off activity; however, the justification for this assumption is not clear.

152 (1)



Subject: Callout
Page Label: 152
Author: marisfry
Date: 1/16/2025 9:17:53 AM
Status:
Color:
Layer:
Space:

Would this alternative still be possible in the event that the Triangle Project is permanently abandoned?

199 (1)

Subject: Callout
Page Label: 199
Author: marisfry
Date: 1/17/2025 5:18:21 AM
Status:
Color:
Layer:
Space:

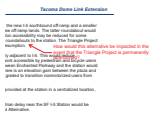
How do these gaps impact access to the SF I-5 option?

206 (1)

Subject: Callout
Page Label: 206
Author: marisfry
Date: 1/17/2025 5:47:59 AM
Status:
Color:
Layer:
Space:

Would these conditions change under the interim terminus scenario or when the parking facility is not in place?

216 (1)



Subject: Callout
Page Label: 216
Author: marisfry
Date: 1/17/2025 5:43:34 AM
Status:
Color:
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Space:

How would this alternative be impacted in the event that the Triangle Project is permanently abandoned?

226 (2)

Subject: Callout
Page Label: 226
Author: marisfry
Date: 1/24/2025 1:56:17 PM
Status:
Color:
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Space:

This is not an accurate statement. As shown in the conceptual plans and noted below, for many station alternatives there is a bus stop shown in the roadway adjacent to the station, such that transfers would require pedestrian crossings and additional potential for conflicts between different travel modes. It should be confirmed that this was taken into account for the nonmotorized evaluation of build conditions.

Subject: Callout
Page Label: 226
Author: marisfry
Date: 1/17/2025 6:03:28 AM
Status:
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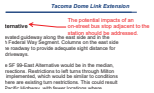
Space:

The location of a potential bus stop is not indicated on the conceptual plans. If a bus stop is located south of S 356th Street pedestrians transferring may try to cross mid-block rather than cross at the roundabout due to the added walk distance. This should be considered as part of the station design plan, safety evaluation, and nonmotorized evaluation.

227 (1)



Subject: Callout
Page Label: 227
Author: marisfry
Date: 1/17/2025 6:04:38 AM
Status:
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The potential impacts of an on-street bus stop adjacent to the station should be addressed.

233 (1)

Subject: Callout
Page Label: 233
Author: marisfry
Date: 1/17/2025 6:14:49 AM
Status:
Color:
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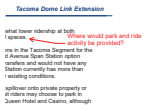
Space:

This does not align with the information in the table which indicates no impacts to public parking in the South Federal Way Segment. This requires clarification.

237 (3)



Subject: Callout
Page Label: 237
Author: marisfry
Date: 1/17/2025 6:37:26 AM
Status:
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Where would park and ride activity be provided?

Subject: Callout
Page Label: 237
Author: marisfry
Date: 1/17/2025 6:42:08 AM
Status:
Color:
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Space:

Additional potential for spillover when the parking facility is not yet constructed.

Subject: Callout
Page Label: 237
Author: marisfry
Date: 1/17/2025 6:43:20 AM
Status:
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Would the 500 parking spaces be provided immediately, or would it still be 3 years after opening?

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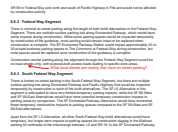
258 (1)



Subject: Callout
Page Label: 258
Author: marisfry
Date: 1/17/2025 3:18:54 PM
Status:
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Space:

What local streets are nearby that have on-street parking?

---

259 (2)

Subject: Callout
Page Label: 259
Author: marisfry
Date: 1/17/2025 3:20:35 PM
Status:
Color:
Layer:
Space:

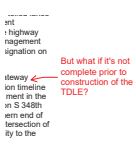
It is not clear how impactful this would be to Walmart's operations. Has existing parking occupancy been evaluated?

Subject: Callout
Page Label: 259
Author: marisfry
Date: 1/17/2025 3:20:42 PM
Status:
Color:
Layer:
Space:

What local streets are nearby that have on-street parking?

---

271 (1)



Subject: Callout
Page Label: 271
Author: marisfry
Date: 1/21/2025 3:09:17 PM
Status:
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Space:

But what if it's not complete prior to construction of the TDLE?

CITY OF
Federal Way
Centered on Opportunity

City Hall
33325 8th Avenue South
Federal Way, WA 98003-6325
253-835-7000
www.cityoffederalway.com
Jim Ferrell, Mayor

Attachment

Supplemental Appendix J4 Comments

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13 TDLE DEIS Appendix J4 Ecosystem Resources Technical Report.pdf Markup Summary

21 (1)

Subject: Cloud
Page Label: 21
Author: hbosak
Date: 1/9/2025 9:41:25 AM
Status:
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Space:

Additional/more in-depth details of stream location needed. Stream relocation must provide dimension, pattern and profile of the natural stream and equivalent or better quality than original.

22 (1)

Subject: Cloud
Page Label: 22
Author: hbosak
Date: 1/9/2025 9:50:35 AM
Status:
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Layer:
Space:

Tree replacement will be required for canopy improvements within the city as aligned with city standards and long range goals outlined within the City's Comprehensive Plan.

23 (1)

Subject: Cloud
Page Label: 23
Author: hbosak
Date: 1/9/2025 3:44:48 PM
Status:
Color:
Layer:
Space:

25 (2)

Subject: Highlight
Page Label: 25
Author: hbosak
Date: 1/10/2025 11:37:33 AM
Status:
Color:
Layer:
Space:

Sound Transit would develop a compensatory mitigation plan during the permitting phase

Subject: Highlight
Page Label: 25
Author: hbosak
Date: 1/10/2025 11:37:43 AM
Status:
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Layer:
Space:

with applicable federal, Tribal, state, and local requirements and guidelines

Subject: Cloud
Page Label: 285
Author: hbosak
Date: 1/9/2025 9:24:10 AM
Status:
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Layer:
Space:

Additional environmental analysis will be required by both ST and partners when a guideway option has been selected and impacts can be more clearly identified.

February 10th, 2025

TDLE Draft Environmental Impact Statement Comments
c/o Elma Borbe
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear TDLE Team,

Sound Transit (ST) has invited comments on the Draft Environmental Impact Statement (DEIS) for the Tacoma Dome Link Extension (TDLE). I am pleased to respond on behalf of the City of Fife.

Over the past nine years, it has been a privilege to partner with Sound Transit and other agencies in the planning and design of the TDLE. This critical regional infrastructure is necessary for Fife to meet its adopted growth targets, and just as importantly, promote responsible growth patterns in the region to meet the requirements of the Washington State Growth Management Act (GMA) and further the goals and policies of the Puget Sound Regional Council (PSRC) VISION 2050 and the Regional Growth Strategy. Congratulations to Sound Transit on this important milestone!

This letter, together with the below listed enclosures, is a staff technical analysis of the TDLE DEIS, which was reviewed for consistency with Fife's City Center subarea plan and the policy direction in the soon to be adopted 2024 Periodic Update. These comments are not a policy statement by the Fife City Council, and the Council reserves right to advocate for a preferred route alignment, or other various components of the DEIS alternatives, at their discretion in the future.

The City of Fife is entirely located on the Puyallup Tribe of Indians' reservation boundary and coordinates land use actions in accordance the Land Claims Settlement Agreement. The Puyallup Tribe is a sovereign nation, and Sound Transit must coordinate with them as required by various laws and statutes. The City strongly encourages Sound Transit to maintain a strong working relationship with the Puyallup Tribe, protect their cultural resources, promote environmental stewardship, and maintain open and early communication. The City does not speak for the Puyallup Tribe and defers to them on impacts to tribal resources, properties, and other tribal interests.

Of critical importance to the City of Fife is **supporting the preferred station location**, which is the location most **supportive of the City Center subarea plan and Comprehensive Plan**, and maintaining the voter approved provision of **structured parking for the Fife station area**.

The **Fife preferred station location** was identified through close coordination with the City of Fife, the Puyallup Tribe of Indians, and Sound Transit Staff. It was further vetted through public engagement and twice maintained as the "preferred" station location in Fife by the Sound Transit Board. The preferred station location was identified early in the process and remains the preferred alternative due to its consistency with Fife's City Center subarea plan, the Comprehensive Plan, and the coordinated support from stakeholders and numerous agencies. The City of Fife's evaluation of the station area alternatives is detailed in enclosure 2.

Over the past 15 years, the City of Fife has been working to develop a "compact downtown area that is inviting to work, shop, live, and socialize." In 2016, this meant beginning coordination with the Sound Transit scoping process. Parallel with, but separate from, Sound Transit's scoping and DEIS process, the City of Fife has been creating **a City Center subarea plan** to foster "a vibrant commercial and residential district oriented around multimodal connectivity and one that embraces the arrival of the future Sound Transit Link light rail station." The delivery of the TDLE is the driving factor in the City Center subarea plan. Sound Transit and the development of TDLE can support the City Center subarea plan in several ways:

- The station will be an "anchor tenant" and can be a major catalyst to certain principles in the subarea plan, such as the City Center Park and a shared regional stormwater facility. Creating a station area that is accessible, efficient, safe, and complimentary to the goal and polices of the subarea plan is critical to the City Center's future success as a new neighborhood in Fife.
- Turnback property can play a pivotal role in the economic development in and around the station area. It will be critical that Sound Transit be strategic with the size and location of staging areas and the acquisition of property that may be potentially turned back for private development. Allowing larger turnback properties that are within the City Center Core and strategically located will allow for greater economic development opportunities, and more affordable housing within the City Center.
- The "preferred" station area is preferred for a reason. It is most consistent with the City Center subarea plan, outperforms the other station location alternatives, and is supported by numerous stakeholders.
- Multimodal station access improvements will be necessary to ensure equitable access to transit for the current and future residents of Fife and the County.
- Structured parking is critical to efficient land use patterns in the station area. The thought that at some point surface parking will not be needed, and could be available for TOD, is not realistic given the land use patterns and transportation infrastructure in Pierce County.

The City does not agree with the DEIS' approach of considering surface parking an "option" for the station location alternatives in Fife. Surface parking is inconsistent with the soon to be adopted Comprehensive Plan and City Center subarea plan. Setting aside the political dialogue around structured parking, taking the "options" approach fails to recognize or analyze the drastically different impacts from structured parking vs. surface parking, on the City of Fife and its City Center subarea plan.

A comparison of structure parking vs. surface parking appears to only come up in Chapter 4.8, "Water Resources" and only as it relates to impervious surface coverage. Due to the varying nature of impacts from the different parking "options", the following sections, at a minimum, should also consider the different impacts of structured vs. surface parking.

- Chapter 3 – "Transportation Environment and Consequences", in its entirety, does not contain the term "parking structure", nor a comparative analysis of various approaches to parking.
- Chapter 4.2 – "Land Use" does not analyze changes in land use that could occur as a result of a structured parking vs. surface parking.

- Chapter 4.3 – “Economics” does not analyze the potential effects on the local and regional economies that could occur as a result of structure parking vs. surface parking.

The lack of analysis in the DEIS regarding structured vs. surface parking means this critical decision may occur absent adequate information. The conditions in Pierce County are different than other areas along the ST “spine” and reliance on personal vehicles in Pierce County is greater than developed areas in King County. Currently, local transit isn’t sufficient to connect the residents of Pierce County and its cities and towns to major transit infrastructure and many users rely on single occupancy vehicles to get to the station areas. Structured parking is of critical importance to the future TOD potential in the Fife Station area, as well as for consistency with the City’s City Center subarea plan, and the expectations of voters.

In addition to the three main points listed above, there are several other issues worth noting in the DEIS analysis. These are listed below, and additional technical comments can be found in enclosure 1.

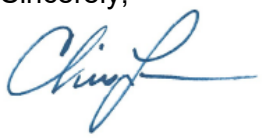
- The Fife Median Alternative on Pacific Highway is not a realistic alternative. Impacts of the Median Alternative are under-represented in the DEIS by stating "there would be no changes to traffic circulation or operations at these intersections", which simply is not true. Specifically, the Median Alternative will:
    - Restrict left turns into and out of driveways and unsignalized driveways.
    - This would increase U-turn volumes at signalized intersections so drivers can access properties on the opposite side of the street.
    - The higher U-turn volumes would increase intersection delays.
    - Delays at the signalized intersections would also be increased because the left turns from Pacific Highway would need to operate with protected only phasing and permissive left turns would not be allowed.
    - The right-turn-on-red movements from the side streets would need to be restricted to accommodate the U-turns.
    - These changes should be accounted for in the transportation analysis for the Median Alternative.
    - A locally created scoring matrix comparing the route alignments through Fife is included in enclosure 3.
- It is not clear how Sound Transit will implement the system access program or non-motorized improvements around the station area. New sidewalks, crosswalks, bicycle facilities, and other non-motorized improvements will be needed to connect the existing street network to the new station. During the "administrative" DEIS, system access projects were included in the DEIS for analysis but have since been removed from the analysis. It is not clear what, if any, non-motorized improvements will be constructed as a function of the TDLE station development in Fife. This is concerning since the system access program appears to be the primary mechanism to avoid adverse impacts to nonmotorized transportation systems. There is even more concern when the DEIS goes on to state “Some of the nonmotorized improvements may be implemented by others such as the Puyallup Tribe of Indians, cities, or others as lead agencies and require multi-agency funding partnerships to implement. Some, but not all, of the system access improvement projects are expected to receive funding.” This still leaves the question of who is constructing non-motorized improvements associated with the station area, and what will be constructed?
- The Washington Department of Transportation (WSDOT) is constructing a substantial project, 30+ years in the making, referred to as the SR 167 Gateway Project. WSDOT has provided detailed approved construction drawings for those stages currently in construction. In addition to completing a critical connection in the state highway system, this project is also constructing a 140+ acre Riparian Restoration Program (RRP) within the Hylebos watershed. The TDLE project area crosses both the freeway and the RRP,

which will be completed before TDLE begins construction. While there is some analysis related to overlapping construction period and cumulative impacts to resources, the DEIS currently lacks the detail to determine how TDLE will be designed to avoid impacts on the new freeway and riparian restoration area. Substantial coordination with WSDOT is needed to incorporate the plans that are currently being constructed.

- The Port of Tacoma is one of the largest freight ports on the west coast, and an international trade hub supporting the economies of Pierce County and the greater region. Protecting freight access to the port is of critical importance during the construction and ongoing operations of TDLE.
    - Substantial mitigation will need to occur during project construction to ensure freight impacts to the port are limited.
    - Alignment design should take into consideration the number of truck trips and the nature of truck maneuvers turning within the project area, during construction, and as a result of the final station and route alignment.
    - The 54th Avenue Station alternatives, together with the ingress/egress from the station area has the potential to greatly impact freight movement traveling along the 54th Avenue corridor and Pacific Highway E corridor.

The City of Fife appreciates the continued coordination with Sound Transit, as well as their ongoing public engagement with the Fife community and the greater region. The TDLE will transform the City of Fife for the next 100 years and Fife is relying on TDLE to meet our growth requirements and regional policy directives. With continued close coordination and careful consideration of local plans and polices, TDLE can help Fife create a new neighborhood in line with our City Center Vision Statement: "The City Center is a vibrant, inclusive, walkable neighborhood that fosters community connections, livability, economic opportunities, and transportation and housing choices."

Sincerely,



Chris Larson, AICP
Community Development Director
City of Fife, WA
(253) 212-5386
clarson@fifewa.gov

Enclosures:

1. Comment Matrix
2. Comparison of Station Alternatives
3. Comparison of Route Alignment Alternatives
4. 100-Year Floodplain in Fife City Center
5. Modified Site Plan – Fife Station Preferred Location
6. I-5 Alignment At-grade Alternative

cc:
Fife City Council
Fife City Manager
Puyallup Tribe of Indians
Fife Community Development
Fife Public Works
Fife Legal Department

City of Fife Comment Matrix: Tacoma Dome Link Extension - Draft Environmental Impact Statement

No.	Document Name	Page #	Topic	Comment	Sound Transit Response
0				**Note: Comments referencing the Executive Summary also apply to the same content in the supporting analyses and technical appendices.**	
1	00-TDLE-DEIS-Executive Summary	ES-22, Paragraph 4	Alignment Alternatives	Paragraph states the median alternative would impact the least number of businesses. Please use the number of employees affected as a more accurate measurement of alternative impacts.	
2	00-TDLE-DEIS-Executive Summary	Table ES-4	Alignment Alternatives	Please define the terms displacement, acquisition, and relocations. It is unclear what the differences are between the alternatives when these terms are summed together.	
3	03-TDLE-DEIS Transportation Environment and Consequences	3-28. Paragraphs 1-2.	Alignment - Median Alternative	The DEIS states that "there would be no changes to traffic circulation or operations at these intersections". The median alternative would restrict left turns into and out of driveways and unsignalized driveways. This would increase U-turn volumes at signalized intersections so drivers can access properties on the opposite side of the street. The higher U-turn volumes would increase intersection delays. Delay at the signalized intersections would also be increased because the left turns from Pacific Highway would need to operate with protected only phasing and permissive left turns would not be allowed. Also, the right-turn-on-red movements from the side streets would need to be restricted to accommodate the U-turns. These changes should be accounted for in the transportation analysis for the Median Alternative.	
4	07a-TDLE-DEIS-Appendix F Conceptual Engineering Drawings 2	A3B-KAP14 to A3B-KAP16	Alignment - Median Alternative	Median alternative restricts left turns along Pacific Highway, except at select intersections. Driveways and unsignalized side streets would be restricted to right-in, right-out access only, and vehicles would need to travel to the next signalized intersection to make a U-turn. These impacts should be described in the impact table ES-4.	
5	07a-TDLE-DEIS-Appendix F Conceptual Engineering Drawings 2	A3B-KAP15	Alignment - Median Alternative	The eastbound left turn from Pacific Highway E to 44th Avenue E appears to have insufficient sight distance for oncoming westbound traffic due to the light rail column in the median. Consider revising the design or column placement.	
6	00-TDLE-DEIS-Executive Summary	ES-25	Alignment - Pacific Alternative and Median Alternative	The Pacific Highway Alternative and Median Alternative would impact the community along Pacific Highway with loss of natural light, shadows, noise, and visual aesthetics of an elevated light rail structure. The table does not include these impacts to properties along this segment of Pacific Highway E on both sides of the street. The I-5 Alternative would have less impacts because there no sidewalks and trails nearby, and there are only impacted properties on one side (north side) of the alignment. Along Pacific Highway, the majority of the businesses have the fronts of their businesses facing Pacific Highway.	
7	00-TDLE-DEIS-Executive Summary	ES-22, Table ES-4	Alignment - Pacific Alternative and Median Alternative	The noise mitigation (noise barriers) are not expected to prevent all noise impacts to Pacific Highway E. The noise impacts of the Pacific Highway E alternatives will be greater than impacts of the I-5 alignment because I-5 is already a generator of noise impacts.	
8	00-TDLE-DEIS-Executive Summary	Table ES-4	Alignment - Pacific Highway Alternative	A significant impact of the elevated light rail structure along Pacific Highway E is the visual impact of loss of natural light, shadows, and visual aesthetics. The table does not include these impacts to properties along Pacific Highway E on both sides of the street.	
9	07a-TDLE-DEIS-Appendix F Conceptual Engineering Drawings 2	A00-KAP15 to A00-KAP16	Alignment - Pacific Highway Alternative	The spuyaləpabš Trail will be located on the south side of Pacific Highway E between the western City limits and Alexander Ave E. There is a sidewalk on the south side between Alexander Ave E and 54th Avenue E. The light rail columns on the south side of Pacific Highway would affect sight distance for vehicles exiting driveways or unsignalized side streets and would increase the potential for vehicle-pedestrian or vehicle-cyclist crashes. EIS should discuss potential impacts to the planned spuyaləpabš Trail and sidewalk along south side of Pacific Highway E.	
10	11-TDLE-DEIS Transportation Technical Report - Appendix J	J1-206, 5.5.4.11	Alignment - Pacific Highway Alternative	See comment 9.	
11	00-TDLE-DEIS-Executive Summary	ES-23	Station Alts	DEIS states that ridership is estimated to be the same (2,600 riders) for all station options. The 54th Avenue E Station options is expected to have lower boardings than the Fife Station. The 54th Avenue Stations have less potential for transit oriented development within the walkshed, because nearby properties have higher levels of investment, including the adjacent Prologis Park Tacoma which recently developed 1.7 million square feet of shipping and distribution.	
12	02-TDLE-DEIS Alternatives	2-23 to 2-25	Station Alts	The Fife (Preferred) Station location is the higher performing station location. The Preferred Station location has higher potential for TOD, better pedestrian and bicycle connectivity, better for vehicle and transit operations, and more potential for a City Center Park adjacent to the station. The Preferred Station is consistent with the City Center vision and City of Fife Comprehensive Plan. The 54th Avenue E station options do not provide any advantages over the Preferred Station Location. Please see attached Exhibit titled: Comparison of Fife Light Rail Station Alternatives.	
13	02-TDLE-DEIS Alternatives	2-23 to 2-25	Station Alts	DEIS identifies four future bus routes with 11 busses per hour serving the Fife light rail station. The station site plans for all alternatives include 6 large bus stops, 1 small bus stop, and 6 bus layover spaces. Please evaluate options to reduce the footprint of bus facilities, including potentially reducing the number of stops and layover spaces. This would provide more space for TOD and reduce barriers to non-motorized access to the station.	
14	02-TDLE-DEIS Alternatives	2-23. Figure 2-24	Station Alts	As part of the City's ongoing update to development regulations, aimed an encouraging TOD around the station area, the city will likely adopt the requirement for high capacity transit station to provide structured parking.	
15	02-TDLE-DEIS Alternatives	2-23 to 2-25	Station Alts	The sidewalks along public streets should include planter strip buffers to separate vehicles and pedestrians.	
16	02-TDLE-DEIS Alternatives	2-25	Station Alts - 54th	Of the 54th Avenue Station options, the City's preference is the Span Option. The Span Option provides better nonmotorized mobility and safety. A significant amount of TOD is expected in the City Center Core, which will generate a high volume of pedestrian activity. A grade-separated, direct access to the station is preferred over an at-grade crossing of 54th Avenue E, a 5-lane arterial with approximately 18,000 vehicles per day and a 35 mile-per-hour speed limit.	
17	02-TDLE-DEIS Alternatives	2-25	Station Alts - 54th	Both 54th Span Station options are more likely to have pedestrians cross through the bus loop when traveling between the station and the parking garage or surface parking area. To improve pedestrian safety, reevaluate station design options to not have a bus loop or a road between the parking area and the station. The plaza in the 54th Non-Span Station option provides a more direct pedestrian connection between the parking area and station.	
18	02-TDLE-DEIS Alternatives	2-24 to 2-25	Station Alts - 54th	Evaluate improved pedestrian and bicycle facilities along 54th Avenue E between 12th Street E and Pacific Highway E. This would connect to the future 54th Avenue shared use trail across I-5 between Pacific Highway E and 20th Street E.	
19	02-TDLE-DEIS Alternatives	2-24 to 2-25	Station Alts - 54th	The 54th Station Alternatives should construct 52nd Avenue E as a public street to the City's design standard and eliminate the construction of a parallel driveway to 12th Street E. At 12th Street E, 52nd Avenue E should align with the existing eastern Prologis Park Tacoma driveway, located 650' west of 54th Avenue E.	
20	02-TDLE-DEIS Alternatives	2-24 to 2-25	Station Alts - 54th	For the 54th non-span options, we recommend providing a non-motorized bridge over 54th Avenue E that would include an elevated connection to the light rail station.	
21	02-TDLE-DEIS Alternatives	2-24 to 2-25	Station Alts - 54th	Recommend providing a curb side load/unload area along 52nd Avenue E or somewhere else within the station for easier access, especially for people with disabilities.	
22	03-TDLE-DEIS Transportation Environment and Consequences	3-28. Paragraph 3.	Station Alts - 54th	The station drawings for the 54th Avenue and 54th Span design options show only a driveway connection on 12th Street E. The 3rd paragraph states that 52nd Avenue E would connect with 12th Street E, which is inconsistent with the station drawings. Please see comment 19.	

23	00-TDLE-DEIS-Executive Summary	ES-23	Station Alts - Preferred	There is no recent and accurate data that the Fife Station is within the FEMA 100-year floodplain. The floodplain analysis uses old 1984 information and has incorrect data. For example, the flooding analysis includes the incorrect assumptions that the Fife Ditch connects to both Hylebos Creek and Wapato Creek. It does not include stormwater infrastructure improvements constructed since 1984. The City of Fife recently conducted a flood analysis of four properties at the Fife Station. The analysis resulted in 3.5 of 4 properties being removed from the 100-year floodplain. Half of the 4th property is still being analyzed and may be removed. The station building/platform for the Fife Station is no longer in the floodplain. Additional floodplain analysis of other properties will be conducted when funds are available. Please revise the floodplain maps and descriptions to reflect the LOMA parcels removed. The attached map shows the updated floodplain. The Fife Station and 54th Avenue Station locations have similar elevations and flood risks. The City of Fife is pursuing a regional stormwater facility north of the Fife Station that would reduce the potential for flooding the Fife Station area.	
24	02-TDLE-DEIS Alternatives	2-23	Station Alts - Preferred	The Fife Station (preferred) site plan includes a street between the parking area and the station, and between some bus stops and the station. The City provided a modified station design that does not have a road between the station and parking and bus stops. This modified design includes a pedestrian plaza between the station and parking garage, improving pedestrian safety and access, and transit efficiency at the station. Please modify the station layout to include these design principles. Please see the attached "Modified Site Plan - Fife Station preferred location".	
25	11-TDLE-DEIS Transportation Technical Report - Appendix J	J1-141, Paragraph 5	Station Alts - Preferred	The DEIS states that "bus layovers could occur internally". The circulation for the proposed layout's transit drop-off and loading would result in buses needing to use 59th Avenue Ct E and 12th Street E to access the bus layover areas. For busses to access the layover spots after dropping off at the south side bus stops, they would need exit the station area and use 59th Avenue Court E and 12th Street E.	
26	02-TDLE-DEIS Alternatives	2-23	Station Alts - Preferred	The Fife Station (preferred) site plan includes a dead-end driveway/street that does not connect with the planned City Center street network. Please evaluate options for improving network connectivity and circulation by connecting the station to the future City Center street network, such as 13th Street E and 56th Avenue E. An example of this connection is shown in the attached “Modified Site Plan – Fife Station preferred location”.	
27	02-TDLE-DEIS Alternatives	2-23	Station Alts - Preferred	The City supports that the Fife Station (preferred) site plan locates all of the parking, pick up/drop off area, and bus facilities north of the station. This is consistent with the City Center vision of a Core Area with a City Center Park and mixed-use development south of the station, with auxiliary station facilities located north of the station. In future iterations of the station design, please continue to prioritize the City Center Core vision by preserving the area south of the station for the City Center Park and TOD. Locating parking, pick up/drop facilities, or bus facilities south of the station would a barrier to non-motorized connectivity and a disruption to the urban fabric of the City Center.	
28	03-TDLE-DEIS Transportation Environment and Consequences	3-45. Paragraph 6	Nonmotorized	The DEIS does not describe how non-motorized modes will access the station alternatives. It only states that it will work with jurisdictions to improve access through its System Access Program. The System Access Program only provides funding on a competitive basis and does not guarantee that necessary facilities will be in place at the station's opening. Please provide information on how non-motorized modes will access the station alternatives and identify mitigation improvements.	
29	11-TDLE-DEIS Transportation Technical Report - Appendix J	J1-142, Paragraph 1	Nonmotorized	Paragraph states the multiuse path underneath the rail guideway would be included with all build alternatives. This statement is not consistent with Sound Transit's intent in other areas of the EIS.	
30	11-TDLE-DEIS Transportation Technical Report - Appendix J	J1-186	Nonmotorized	The analysis does not include the multiuse non-motorized I-5 crossing along the west side of 54th Avenue E between Pacific Highway E and 20th Street E which is included in the I-5/54th Avenue E Interchange Project. The EIS should include the facility in the station analysis and consider potential improvements to connect to this planned facility.	
31	11-TDLE-DEIS Transportation Technical Report - Appendix J	J1-196, 5.5.3.3	Nonmotorized	Figure 5-29 shows two segments at LOS E (Alexander Ave E and Frank Albert Road E). The statement in the 4th paragraph states that "no segments would be expected to operate at LOS E" is incorrect.	
32	11-TDLE-DEIS Transportation Technical Report - Appendix J	J1-205, 5.5.4.10	Nonmotorized	Light rail will be a generator of bicycle trip demand, but the EIS does not evaluate the adequacy of bicycle facilities to connect potential areas within its "bike shed" to the station. Mitigation could include the Fife Multiuse Path along the alignment which connects to the spuyaʟapabš Trail, and a connection to the west side path on the 54th Avenue E overcrossing of I-5 that would connect the station to bike facilities south of I-5.	
33	11-TDLE-DEIS Transportation Technical Report - Appendix J	J1-205, 5.5.4.10, Paragraph 3.	Nonmotorized	Paragraph does not reflect Fife's City Center which will provide high density TOD adjacent to the station area and would not be considered "auto-oriented". Fife's City Center planned action EIS and Comprehensive Plan identify 1,249 new households and 1,015 new jobs in the City Center by 2044. Much of the station's pedestrian activity would be north of I-5 and within the walkshed of the station. Analysis should be revised to reflect future residential and commercial non-motorized trips as it relates to the station area and pedestrian improvements should be identified as mitigation.	
34	11-TDLE-DEIS Transportation Technical Report - Appendix J	J1-205, 5.5.4.10, Paragraph 5.	Nonmotorized	Paragraph is not clear. It implies that Sound Transit would construct sidewalks on 59th Avenue Court E and 15th Street E. Please clarify Sound Transit's commitment to constructing sidewalk facilities near its station.	
35	11-TDLE-DEIS Transportation Technical Report - Appendix J	J1-205, 5.5.4.10	Nonmotorized	The stations will create pedestrian trips and the DEIS does not evaluate the adequacy of pedestrian facilities or identify primary pedestrian access routes within the "walkshed" of the stations. Please identify pedestrian mitigation actions that would be completed for each station option.	
36	03-TDLE-DEIS Transportation Environment and Consequences	3-36	Traffic	Figure 3-8 does not show the I-5 and Port of Tacoma Road interchange improvements. Please confirm that the interchange improvements are included in the 2042 PM peak hour analysis (Intersections #3 and #4).	
37	03-TDLE-DEIS Transportation Environment and Consequences	3-10. Table 3-5	Traffic	Document does not show how the LOS for stop-controlled intersections is calculated. The reported LOS results are not consistent with the SimTraffic simulation results in Appendix J.	
38	03-TDLE-DEIS Transportation Environment and Consequences	3-29, Table 3-13	Traffic	Table and previous paragraph do not state the year of the analysis. Please add the analysis year.	
39	03-TDLE-DEIS Transportation Environment and Consequences	3-41. Paragraph 6	Traffic	The City of Fife requires no further degradation in traffic conditions if an intersection exceeds the City's LOS D standard. Providing mitigation only at intersections that have more than 10 percent increase in delay is not consistent with the City of Fife requirements.	
40	03-TDLE-DEIS Transportation Environment and Consequences	3-42. Paragraph 1	Traffic	The mitigation proposed for intersection #14 is the modifications for the I-5 and 54th Avenue E Interchange Project. The interchange project should be included in the No Build analysis.	
41	11-TDLE-DEIS Transportation Technical Report - Appendix J	J1-131, Paragraph 5	Traffic	The City of Fife has updated its City Center growth projections based on its 2044 PSRC growth targets for both housing and employment. It includes 1,249 new households and 1,015 new jobs in the City Center.	
42	11-TDLE-DEIS Transportation Technical Report - Appendix J	J1-142, 5.3, bullet 5	Traffic	The Median Alternative would have significant impacts to traffic circulation and operations. See comment 3.	
43	11-TDLE-DEIS Transportation Technical Report - Appendix J	J1-166, Table 5-31	Traffic	There is not a City project to install a traffic signal at 52nd Avenue E and 12th Street E intersection (Intersection 11). A signal at the intersection should be included as mitigation for both 54th Avenue Station Alternatives.	
44	11-TDLE-DEIS Transportation Technical Report - Appendix J	J1-166, Table 5-31	Traffic	The 54th Avenue E and I-5 northbound ramps intersection (Intersection 15) has a stop-control, and not uncontrolled as described in the table. This applies to existing and future conditions.	
45	11-TDLE-DEIS Transportation Technical Report - Appendix J	J1-168, Table 5-32	Traffic	The 54th Avenue E and I-5 northbound ramps intersection (Intersection 15) has a stop-control, and not uncontrolled as described in the table. This applies to existing and future conditions.	
46	11-TDLE-DEIS Transportation Technical Report - Appendix J	J1-167, Table 5-31	Traffic - intersection operations	The increase in vehicle delay at the 62nd Avenue E and Pacific Highway E (SR 99) intersection (Intersection 24) seems high for the Build Alternative for each of the station options. The 59th Avenue Court E is expected to be the primary access for the Fife Station instead of 62nd Avenue E. Please confirm the vehicle trip assignments for each of the Build Alternatives.	

47	03-TDLE-DEIS Transportation Environment and Consequences	3-29, Table 3-13	Traffic - intersection operations	The traffic operations analysis does not provide LOS results for the individual alternatives. The traffic results are different for each alternative. Revise the table to provide LOS results for each alternative to inform the selection of a preferred alternative.	
48	11-TDLE-DEIS Transportation Technical Report - Appendix J	J1-168, Table 5-32	Traffic - intersection operations	Please confirm that the I-5 and Port of Tacoma Road interchange improvements are included in the 2042 PM peak hour analysis (Intersections #3 and #4). See comment 36.	
49	04-TDLE-DEIS-affectedenvironment.pdf	Page 4.2-16	Parking Facilities	This section only briefly discusses the long term impacts of "parking facilities" and does not differentiate between the types of impacts based on the type of parking facility, structures vs. surface. Even though parking is not considered as an "alternative" in the EIS, there needs to be a clear and concise analysis regarding the varying levels of impact to future TOD based on structured parking vs. surface parking.	
50	00-TDLE-DEIS-Executive Summary	ES 1 & ES 4	Structured Parking	The Executive summary calls out structured or surface parking. However, the narrative regarding re-alignment on ES 4 only refers to structured parking. It is unclear what the criteria will be for deciding on structured vs. surface parking.	
51	04-TDLE-DEIS-affectedenvironment.pdf	Section 4.2	Consistency ST 3 Ballot Measure	The Sound Transit 3 voter approved funding package included a 500-stall parking garage at the Fife Station. The option to include surface parking at the Fife station is not consistent with the voter approved ballot measure.	
52	04-TDLE-DEIS-affectedenvironment.pdf	Page 4.2-16	Land Use Impact	Last paragraph on page 4.2-16- Several Fife businesses have commented that continued use on the remaining parcel would in fact be greatly impacted. Car dealers are expected to accommodate specific amount of show vehicles on their property and a set percentage of those must be viewable from their frontage, per manufacturers requirements. All alternatives will limit their ability to meet this requirement and will likely require costly improvements to the site. Many of the dealerships buildings have drive-through maintenance bays and their sites have been laid out for safe and efficiently circulation. All options will require businesses to reassess operations on the site and modify their site and/or operations to maintain safe and efficient movement of business through the site.	
53	00-TDLE-DEIS-Executive Summary	ES-22	Alignment	Please evaluate an I-5 alignment alternative with at-grade tracks between Willow Road E and 34th Avenue E, to reduce visual impacts on freeway-adjacent properties and to reduce project costs. The attached graphic shows the at-grade alternative. Additionally consider if this at-grade alignment alternative could travel underneath/through the embankments for the 34th Avenue E overcrossing of I-5 and the Port of Tacoma Road overcrossing of I-5.	
54	07a-TDLE-DEIS-Appendix F Conceptual Engineering Drawings 2	All alignment pages	Business Impacts	This 10% design does not provide enough detail to adequately determine impacts to car dealerships. It appears emergency access around the buildings may be removed for some of the developments for both the I-5 and Pacific Highway alternatives.	
55	04-TDLE-DEIS-affectedenvironment.pdf	Page 4.11-1	Soil characteristics	The DEIS does not determine the soil infiltration rates or bearing capacity in the project area. This will inherently vary throughout the project area. In Fife, unless you conduct a site specific geotechnical analysis you can only assume 800 psi bearing capacity for structural calculation. Infiltration rates are site specific, generally low, and vary widely across the city. Additional detail on soil characteristics are need to determine how they affect project design, the type of construction methods used for the project and, if not adequately considered during project design, they may affect the opening of TDLE or the long-term operations and safety of the light rail system.	
56	04-TDLE-DEIS-affectedenvironment.pdf	Figure 4.8-3	Wapato Creek	This figures shows a "piped connection" between the Wapato Creek and the Fife Ditch, on the north side of 12th St E. There is not a hydraulic connection between the Wapato Creek and Fife Ditch system.	
57	07a-TDLE-DEIS-Appendix F Conceptual Engineering Drawings 2	D00-KAP08	Staging/Storm	This proposes construction staging to occur in what is already a storm system for the City's I-5 and Port of Tacoma Road Project.	
58	07a-TDLE-DEIS-Appendix F Conceptual Engineering Drawings 2	A3B-KAP17	Staging/Storm	This proposes construction staging to occur in what is already a storm system for the City's I-5 and Port of Tacoma Road Project.	
59	07a-TDLE-DEIS-Appendix F Conceptual Engineering Drawings 2	A3B-KAP15	Storm	This page proposes a stormwater facility to replace an existing fueling station. It is unclear what type of stormwater system will be used, but infiltration may not be wise here.	
60	07a-TDLE-DEIS-appendixf-conceptualengineeringdrawings-1.pdf	A00-KAP13	Noise/Vibration	In addition to noise barriers and sound mitigation that will be installed, there appears to be room to shift the station area further west (100 ft +/-), within the Fife Preferred station area to move track noise from rail "No 10. double crossovers" further away from St Paul's property.	
61	07a-TDLE-DEIS-appendixf-conceptualengineeringdrawings-1.pdf	A00-KAP12 and 13	City Boundary	Please update the City's boundary. https://www.fifewa.gov/221/Annexations an/or or https://data-cityoffife.opendata.arcgis.com/	
62	14a-TDLE-DEIS-appendix-J4-ecosystem-resources-technical-report-1.pdf	Page J4-67	Hylebos Creek	There is no discussion about the WSDOT SR 167 Riparian Restoration Program, which will be completed before construction on TDLE begins.	
63	07a-TDLE-DEIS-appendixf-conceptualengineeringdrawings-1.pdf	A00-KAP11-12	Hylebos Creek	There is no detail regarding the SR 167 Gateway Project and it's Hylebos Riparian Restoration Program (RRP). Please incorporate the approved for construction plans that were provided by WSDOT, and provide design considerations in TDLE to incorporate the WSDOT plans. As shown, TDLE will have large impacts on the freeway construction and environmental restoration that is currently approved, funded, and under construction. Additional analysis, design, and coordination with WSDOT, and the Puyallup Tribe (benefactors and long term owners of the RRP) is critical to ensure TDLE does not create unavoidable adverse impacts to this project.	
64	14c-TDLE-DEIS-appendix-J4-ecosystem-resources-technical-report-3.pdf	Page J4-190	Fife Ditch	Section 4.1.1.4 - Second paragraph - The 54th Avenue Station Alternative tries to avoid piping the Fife Ditch by placing an access road side by side with the City's proposed extension of 52nd Avenue E, which would in fact pipe the Fife Ditch as a function of 54th Station Alternatives.	
65	00-TDLE-DEIS-Executive Summary	Page 1-4	Purpose of project	Many of the issues identified in this comment letter must be addressed in order to fully meet the purpose of TDLE, as identified in ES2.1. Most notably - surface parking does not promote equitable Transit Oriented Development within the station area, and station area configurations that require pedestrians to cross streets to travel between the station platform and parking areas, bus stops, passenger loading areas do not encourage safe and convenient access to the station area.	
66	05-TDLE DEIS-cumulativeimpacts.pdf	Page 5-7	System Access	It is not clear what, if any, non motorized improvements will be installed as a function of the TDLE station development in Fife. Sidewalks, crosswalks, and bicycle facilities will be needed to connect the existing street network to the station. This section implies that a multiuse-path is a potential under the guideway extending west from the station area, but Fife has been told otherwise. During the "administrative" DEIS, the system access projects were being included in the DEIS for review, but have since been removed from the DEIS, leaving local jurisdictions not only on the hook for the funding and construction, but also for the environmental review of all system access projects. This is concerning since the system access plan seems to be the primary mechanism to avoid adverse impacts to nonmotorized transportation systems.	

King County
METRO
Moving forward together

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February 10, 2025

Erin Green
Environmental Manager, South Corridor
Central Puget Sound Regional Transit Authority (Sound Transit)
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Ms. Green:

Thank you for providing King County Metro Transit Department (Metro) with an opportunity to review and comment on the Draft Environmental Impact Statement (DEIS) for the Tacoma Dome Link Extension (TDLE) Project. As a participating agency under the National Environmental Policy Act (NEPA), we sincerely appreciate our strong working relationship and collaboration with the Sound Transit TDLE Team through this planning phase of the project. As requested, we are submitting detailed comments in the table format provided by Sound Transit (see Attachment 1).

The purpose of this letter is to formally transmit Metro's comments following our focused review of the Transportation Technical Report (Appendix J1) and Conceptual Design Drawings (Appendix F) and provide an overview of our chief concern: transit integration and circulation into and within the station bus loop and layover area. We look forward to participating in discussions with Sound Transit and the other cooperating and participating agencies in the months ahead to assist in resolving these and other issues as the EIS process proceeds.

Station Transit Integration and Circulation for All Station Alternatives
Based on Metro's review of the station-specific Conceptual Design Drawings in the DEIS for SF Enchanted Parkway & SF I-5 Alternative stations, the drawings have not been updated since the ADEIS, and the newly added SF 99-West and SF 99-East Alternatives contain the same concerning lack of detail in those station site plans. As currently shown, these concept design drawings do not allow for feasible bus movements into and around the off-street facility, potentially impacting Metro's ability to provide service. This includes general circulation within the facility, active bay pull in/pull out, layover ingress/egress, station driveway entry/exit, and conflicts with access to trash enclosures and paratransit pick-up/drop-off areas. All bus pathways – circulating within the facility, accessing active bays and layover, and station driveway ingress/egress – should be tested with AutoTurn software as a preliminary test. Coach tests will need to be performed prior to proceeding past 60% design.

I-5 Station Ingress/Egress
The plan sheets do not show the roundabout that will provide access to the bus loop off South 356th Street. We understand this roundabout will be connected to an I-5 off ramp, indicating high travel speeds from exiting general purpose traffic. We would like to review the design to ensure safe and efficient ingress/egress for Metro and Pierce Transit buses to determine if there are any potential impacts to transit's ability to use the facility.

Station Ingress/Egress
Metro requires signals to make reliable and efficient left turns into and out of any proposed station concept. Metro requests that signals be added into the design and model and that traffic analyses be updated. If a signal cannot be added, then the design is flawed from Metro's perspective.

Park and Ride Impacts
S 320th Park and Ride is owned by WSDOT but is operated and maintained by King County Metro. Metro is interested in more detail about the impacts to the park and ride outside of loss of parking. Metro is interested in extent and duration of closures during construction, as well as any permanent impacts to access or future development of this property.

South Federal Way Park and Ride is also operated and maintained by King County Metro. On Page J1-234, it states that there would be partial or full temporary closures of the park and ride and access would be not possible for extended periods of construction for transit vehicles. Metro is interested in more detail about the impacts to the park and ride, specifically the extent and duration of closures during construction, as well as any permanent impacts to access or future development of this property.

Metro Staff Responsibilities

Gabi Kappes will be the lead participant and main point of contact for Metro. John Greene is responsible for Metro's internal coordination in support of its role as a Participating Agency during the NEPA and SEPA environmental review process. Their contact information is as follows:

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Sincerely,

Michelle Allison
General Manager

Attachment 1. Metro's detailed comments on the TDLE Project DEIS

Attachment 1. Metro's detailed comments on the TDLE Project DEIS

	A	B	C	D	E	F	G	H
1	**TDLE Transportation Technical Report (Appendix J1), and Conceptual Design Drawings (Appendix F)**							
2	**ID**	**Page No.**	**Paragraph No.**	**Type of Comment**	**Station or Segment**	**Impact**	**Name of Commenter**	**Comment**
3	0 - example			Text revision/correction, Impact/mitigation, Techincal, General	South Federal Way	Build, Construcion, N/A		
4		J1-221	4	Impact/mitigation	Federal Way	Construction	Steve Crosley	**S 320th Park and Ride** is stated to be owned by WSDOT, while Metro has operating and maintenance responsibilities. Other than loss of parking there is no statement of actual impact - will the property be closed during construction? For how long? How will the guideway construction affect permanent access? Will the guideway effectively limit development on this property?
5		J1-221	4	Impact/mitigation	Federal Way	Construction	Jennifer Ash	WSDOT owns the property, Metro has operating and maintenance responsibility through an O&M agreement and needs to sign off on any changes to the Park and Ride.
6		C00-KAP05 44 C00-ASP101 48 C00-ASP102 49	Site Plans	Technical	South Federal Way	Build	Steve Crosley	Station site plans (48, 49) cut off right at the northern tip of station area. Track plan and profile (44) does not show any of the implied roadway (WSDOT roundabout). Metro will not be able to review or comment on station ingress/egress until ST develops more expansive and detailed site plans.
7		J1-9	3	Text revision/correction	General	N/A	Steve Crosley	Correct typos in sentence: "Prior to COVID-19 and between 2016 and **2029** Sound Transit ridership increased (Sound Transit 2017, 2019), while King County Metro ridership remained steady (King County Metro 2022), and Pierce Transit ridership experienced a modest decline (Pierce Transit **2019b**)."
8		J1-17	1	General	General	N/A	Steve Crosley	Note section could be misleading since it states "This section inventories and evaluates existing regional and local transit facilities, operations, and services within the study area" and then immedately pivots to regional ridership, which must include CT, all of Seattle, Everett Transit, Ferries, etc. to get that high number. Within the study area ridership is much smaller.
9		J1-17	5	Text revision/correction	General	N/A	Steve Crosley	Metro serves small portions of Pierce and Snohomish counties, in addition to King County What is meant by local and express for Metro? What about RapidRide? STX provides the "express" intracounty service
10		J1-17	6	Text revision/correction	General	N/A	Steve Crosley	Redundant content in second to last and last sentence Replace "Tacoma" with "TDLE"
11		3.1.14.A DEIS Conceptual Engineering Addendum 1 Station Sheets.pdf	Site Plans	Technical	South Federal Way	Build	Steve Crosley	With the exception of SF I-5 it looks like all station alternatives will require new signal(s) to facilitate safe movement of buses into and out of stations. These signals should be included in a revised FEIS traffic analysis.
12		J1-18	Table 4-7	Text revision/correction	General	N/A	Gabi Kappes	Clarify the year in time for the routes that are included at each transit facility
13		J1-18	Table 4-7	Text revision/correction	General	N/A	Gabi Kappes	King County Metro Route 187 is listed twice, remove duplicate
14		J1-18	Table 4-7	Text revision/correction	General	N/A	Gabi Kappes	Route 178 is suspended - remove
15		J1-18-19	3	Text revision/correction	Federal Way Segment	N/A	Jeremy Fichter	This section describes service operating as of 2023. Routes 177/178, 182 and 193 are identified as peak-only routes; however, Route 178 has been suspended since 2020, and Route 182 is an all-day route. PT Routes 500 and 501 also operate in the Federal Way segment.
16		Page J1-103	3	Text revision/correction	General	Build	Gabi Kappes	Correct typos: "The No-Build Alternative also includes construction of new light rail OMFs in south King County as well as other **facility**, transit bus route**s**, and service modifications proposed within each of the local transit agency's long-range plans. "
17		J105	1	General	General	N/A	Jeremy Fichter	Metro Connects was updated in 2021 and now includes two networks: an interim network, and a 2050 network. Metro's South Link Connections project is now under way and will identify recommended changes to be implemented as soon as 2026 on Routes 177, 178 and 193, and other routes in South King County. More information is available at Southlinkconnections.com
18		J107	Figure 5-2	General	Federal Way Segment	N/A	Jeremy Fichter	Add label for SF99-Enchanted Station
19		J1-234	4	Impact/mitigation	Federal Way Segment	Construction	Gabi Kappes	Clarify access to **South Federal Way P&R** during and after construction. On Page J1-234, it states that there would be partial or full temporary closures of park and rides and access would be not possible for extended periods of construction for transit vehicles.. " For extended periods during construction, transit vehicles and riders would not be able to access the South Federal Way Park and Ride from the southern driveway on 23rd Avenue S, where it bends and becomes S 324th Street. "
20		Appendix F - 7a	00-ASP101 **29** 00-ASP102 **30**	Technical	South Federal Way / SF ENCHANTED PARKWAY STATION	Build	Gabi Kappes	Concerned that footprint does not accommodate bus circulation, which could impact Metro's ability to provide service. Some of the bus movements look tight or not achievable. All turning movements will need to be tested with AutoTurn for feasibility. This includes ingress/egress, movement around the bus loop, independent pull in/out at each bay, and layover ingress/egress. This comment is a primary concern for Metro and a potential impact - especially if the station footprint is set/constrained this will affect the interior dimensions for the bus loop, and as currently shown circulation does not look generally feasible.
21		Appendix F - 7a	00-ASP101 **29** 00-ASP102 **30**	Technical	South Federal Way / SF ENCHANTED PARKWAY STATION	Build	Gabi Kappes	Layover areas need 3' walking space between them for driver access/circulation.
22		Appendix F - 7a	00-ASP101 **29** 00-ASP102 **30**	Technical	South Federal Way / SF ENCHANTED PARKWAY STATION	Build	Gabi Kappes	Comfort Station is required for bus operators and is not shown
23		Appendix F - 7a	00-ASP101 **29** 00-ASP102 **30**	Technical	South Federal Way / SF ENCHANTED PARKWAY STATION	Build	Gabi Kappes	Concerned about impact to bus service if trash enclosures are accessed in a way that caused bus/truck conflict
24		Appendix F - 7a	00-ASP101 **29** 00-ASP102 **30**	Technical	South Federal Way / SF ENCHANTED PARKWAY STATION	Build	Gabi Kappes	Paratransit drop off/pick up cannot be located in a transit only area

	A	B	C	D	E	F	G	H
25		Appendix F - 7a	00-ASP101 48 00-ASP102 49	Technical	South Federal Way / SF I-5 STATION	Build	Gabi Kappes	Concerned that footprint does not accommodate bus circulation, which could impact Metro's ability to provide service. Some of the bus movements look tight or not achievable. All turning movements will need to be tested with AutoTurn for feasibility. This includes ingress/egress, movement around the bus loop, independent pull in/out at each bay, and layover ingress/egress. This comment is a primary concern for Metro and a potential impact - especially if the station footprint is set/constrained this will affect the interior dimensions for the bus loop, and as currently shown circulation does not look generally feasible.
26		Appendix F - 7a	00-ASP101 48 00-ASP102 49	Technical	South Federal Way / SF I-5 STATION	Build	Gabi Kappes	Layover areas need 3' walking space between them for driver access/circulation.
27		Appendix F - 7a	00-ASP101 48 00-ASP102 49	Technical	South Federal Way / SF I-5 STATION	Build	Gabi Kappes	Comfort Station is required for bus operators and is not shown
28		Appendix F - 7a	00-ASP101 48 00-ASP102 49	Technical	South Federal Way / SF I-5 STATION	Build	Gabi Kappes	Concerned about impact to bus service if trash enclosures are accessed in a way that caused bus/truck conflict
29		Appendix F - 7a	00-ASP101 48 00-ASP102 49	Technical	South Federal Way / SF I-5 STATION	Build	Gabi Kappes	Paratransit drop off/pick up cannot be located in a transit only area
30		Appendix F - 7a	00-ASP101 48 00-ASP102 49	Technical	South Federal Way / SF I-5 STATION	Build	Gabi Kappes	Please show crosswalks within the bus loop facility
31		Appendix F - 7e	00-ASP101	Technical	South Federal Way /SF 99 - 352ND STATION - East Alt	Build	Gabi Kappes	Paratransit drop off/pick up cannot be located in a transit only area. Should be moved to the pickup/drop-off area on the other side of the station
32		Appendix F - 7e	00-ASP101	Technical	South Federal Way /SF 99 - 352ND STATION - East Alt	Build	Gabi Kappes	Concerned that footprint does not accommodate bus circulation, which could impact Metro's ability to provide service. Some of the bus movements look tight or not achievable. All turning movements will need to be tested with AutoTurn for feasibility. This includes ingress/egress, movement around the bus loop, independent pull in/out at each bay, and layover ingress/egress. This comment is a primary concern for Metro and a potential impact - especially if the station footprint is set/constrained this will affect the interior dimensions for the bus loop, and as currently shown circulation does not look generally feasible.
33		Appendix F - 7e	00-ASP101	Technical	South Federal Way /SF 99 - 352ND STATION - East Alt	Build	Jeremy Fichter	Most of the active bays are adjacent to the Link station, but one is non-adjacent. The most direct walking route between the non-adjacent bay and the rail platform cuts through the bus facility. As the design process progresses, Metro may request treatments to prevent riders from walking through the bus loop.
34		Appendix F - 7e	00-ASP101	Technical	South Federal Way /SF 99 - 352ND STATION - East Alt	Build	Gabi Kappes	Layover areas need 3' walking space between them for driver access/circulation.
35		Appendix F - 7e	00-ASP101	Technical	South Federal Way /SF 99 - 352ND STATION - East Alt	Build	Gabi Kappes	Comfort Station is required for bus operators and is not shown
36		Appendix F - 7e	00-ASP101	Technical	South Federal Way /SF 99 - 352ND STATION - East Alt	Build	Gabi Kappes	Concerned about impact to bus service if trash enclosures are accessed in a way that caused bus/truck conflict
37		Appendix F - 7e	KA00-ASP101	Technical	South Federal Way /SF 99 - ENCHANTED STATION - West Alt	Build	Gabi Kappes	Concerned that footprint does not accommodate bus circulation, which could impact Metro's ability to provide service. Some of the bus movements look tight or not achievable. All turning movements will need to be tested with AutoTurn for feasibility. This includes ingress/egress, movement around the bus loop, independent pull in/out at each bay, and layover ingress/egress. This comment is a primary concern for Metro and a potential impact - especially if the station footprint is set/constrained this will affect the interior dimensions for the bus loop, and as currently shown circulation does not look generally feasible.
38		Appendix F - 7e	KA00-ASP101	Technical	South Federal Way /SF 99 - ENCHANTED STATION - West Alt	Build	Jeremy Fichter	Most of the active bays are adjacent to the Link station, but two are non-adjacent. The most direct walking routes between the non-adjacent bays and the rail platform cut through the bus facility. As the design process progresses, Metro may request treatments to prevent riders from walking through the bus loop.
39		Appendix F - 7e	KA00-ASP101	Technical	South Federal Way /SF 99 - ENCHANTED STATION - West Alt	Build	Gabi Kappes	Layover areas need 3' walking space between them for driver access/circulation.
40		Appendix F - 7e	KA00-ASP101	Technical	South Federal Way /SF 99 - ENCHANTED STATION - West Alt	Build	Gabi Kappes	Comfort Station is required for bus operators and is not shown
41		Appendix F - 7e	KA00-ASP101	Technical	South Federal Way /SF 99 - ENCHANTED STATION - West Alt	Build	Gabi Kappes	Concerned about impact to bus service if trash enclosures are accessed in a way that caused bus/truck conflict
42		Appendix F - 7e	KA00-ASP101	Technical	South Federal Way /SF 99 - ENCHANTED STATION - West Alt	Build	Gabi Kappes	Paratransit drop off/pick up cannot be located in a transit only area. Should be moved to the pickup/drop-off area on the other side of the station

February 10, 2025

RE: Draft EIS Comment - TDLE

Dear Sound Transit Board:

The City of Milton appreciates the opportunity to comment on the Draft EIS and the multiple opportunities the staff and leadership have had to meet with Sound Transit regarding the Draft EIS development.

While we support the overall project, we wish to address several concerns with the alternatives that run through the City of Milton along Pacific Avenue/Highway 99. Both the east and west alternatives have numerous negative impacts on the residents, businesses, and environmentally sensitive critical areas of the City.

The West alternative will displace up to 17 low income residential units and both alternatives will displace up to 25 businesses. Of great detriment is the impacts to 7.33 acres of critical areas, wetlands and the Hylebos Creek.

The City's requests that the Sound Transit Board seriously consider the I-5 alternative. The right-of-way has been previously disturbed during the original construction of the interstate and subsequent road improvements. In addition, an I-5 alignment would have the least impact on Milton residents, businesses, and critical areas.

If the I-5 alternative is not an option, the City requests the SF 99 East (center median) alternative, which would have the next least impact on Milton and would assist in the City's goal of creating a safer corridor for traffic and pedestrians.

Sincerely,

Shanna Styron Sherrill
Mayor

Dustin Madden
Public Works Director

Angelie Stahlnecker
Planning Manager

December 20, 2024

Sound Transit Board of Directors
401 S. Jackson Street
Seattle, WA 98104

Dear members of the Sound Transit Board,

We are writing as members of the Pierce County delegation of the Sound Transit Board of Directors to express our support and appreciation for ongoing planning efforts related to the Tacoma Dome Link Extension project; however, with the release of the newly published DEIS, we would like to highlight some of the nuances of each of our stations. Each future station is surrounded by a unique area and therefore, access to stations must be individualized. Pierce County has been anxiously awaiting this project and its associated station access work and deserves the attention that all other parts of the system have had.

The City of Fife would like to emphasize the need for structured parking at the future South Federal Way and Fife stations. While transit integration is vital to supporting and increasing ridership as the system expands in the South Sound, currently, local transit isn't sufficient. An intentional vision of parking for these stations, particularly one that is consistent with the City of Fife's plans for a city center where the new station will be located, is vital to the success of this area. Structured parking is essential to the City of Fife's plans for its future City Center and consistent with voters' expectations when Sound Transit 3 (ST3) was passed in 2016. In March of 2016, the Sound Transit Board of Directors released a ST3 Draft Plan for public input and hosted the draft plan documents on the ST3 website (soundtransit3.org, no longer accessible) which was linked in ballot materials for the November 2016 General Election, in which ST3 was approved. The draft plan included project details by transit mode and the pages detailing the project elements for the Federal Way Transit Center to Tacoma Dome Light Rail (now referred to as TDLE) explicitly state the plan for "parking garages at the South Federal Way and Fife stations, each with approximately 500 stalls." The expectation of structured parking was further confirmed by the Board's realignment action in 2021 (R2021-05) which specifically refers to structured parking in the statement "As part of the annual program review, identify opportunities and make recommendations to deliver flexible, innovative and affordable methods to get people to transit stations, if structured parking facilities have to be delayed."

At the Tacoma Dome Station, Sound Transit enjoys a partnership with Pierce Transit to deliver both parking and transit access to this major transit hub. Working with the City of Tacoma on access improvements and options, Tacoma envisions a multi-modal center that is easy to get on and off light rail no matter what mode you take. The Portland Avenue Station in Tacoma is now located in the new (to be approved Summer 2025) Seaport Transition TOD Zone, making this station rich with potential to access new development as well as the Puyallup Tribe's Emerald Queen Casino. This area currently has very little housing and it is vital that we create opportunities for nearby neighborhoods to access the station safely.

FIFE WASHINGTON

Pierce County

CITY OF PUYALLUP STATE OF WASHINGTON

CITY OF Tacoma

Recent Board actions that pivot away from adding planned additional parking at the South Tacoma and Lakewood Sounder stations, to instead just implementing "access improvements" (R2024-04 and R2024-05), is another one of the reasons that prompted this letter. While we support and encourage process improvement and the delivery of non-motorized system access projects, we cannot ignore the reality that reliance on personal vehicles in Pierce County is greater than some of our partners further north. The distinct needs of each Pierce County station area must be recognized. The Tacoma Dome Link Extension not only connects Pierce County but also provides access to the Puyallup Tribal Reservation. The needs of these jurisdictions necessitate a different approach to parking than elsewhere in the region. Prior to the COVID-19 pandemic, the existing transit garages in Pierce County were already being utilized to capacity and will experience further strain with the addition of stations lacking dedicated parking designed to serve the needs of Pierce County residents.

The delay of access and parking delivery for the TDLE project from 2030 to 2036 was a necessary, yet unfortunate, outcome of Realignment, but will create strains on existing transit parking infrastructure in Pierce County as light rail service expands here. Pierce County constituents have contributed to regional transit efforts for years and are anxiously awaiting returns on their investment via the thoughtfully planned transit project that has consistently been promised to them.

Delivering TDLE as expediently as possible with project elements responsive to the unique needs of jurisdictions throughout the region is a matter of equity. Access to transit can change lives and the benefits that can be realized through expanded access to a regional system are far-reaching. We remain dedicated to delivering this project and its station access improvements, as discussed in the voter-approved project and realignment action, to Tacoma Dome Link Extension stations with limited delay.

Sincerely,

Bruce Dammeier
Board Member
Finance and Audit Committee Vice Chair
Executive Committee Member

Jim Kastama
Board Member
System Expansion Committee Member

Kim Roscoe
Board Vice Chair
System Expansion Committee Vice Chair
Executive Committee Member
Rider Experience and Operations Committee Member

Kristina Walker
Board Member
Rider Experience and Operations Committee Chair
Finance and Audit Committee Member

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Pierce County

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CITY OF Tacoma

PLANNING & PUBLIC WORKS

2401 South 35th Street, Room 2
Tacoma, Washington 98409-7460

PierceCountyWa.gov/PPW

February 10, 2025

TDLE Draft EIS
c/o Elma Borbe
Sound Transit
401 S. Jackson St. Seattle, WA 98104

Subject: **Pierce County Comments on Tacoma Dome Link Extension (TDLE) Draft Environmental Impact Statement (EIS)**

Dear Mrs. Borbe:

Pierce County appreciates the opportunity to review and comment on the TDLE Draft EIS. The TDLE project would extend the light rail line on a mostly elevated alignment for nearly 10 miles from Federal Way to Tacoma and would also traverse through Milton, Fife and the unincorporated Fife Heights area in Council District 5. The TDLE project is expected to generate an estimated 24,000 to 36,000 daily transit riders. The Draft EIS addresses alternatives involving the rail alignment and the four station locations. Our feedback primarily reflects Pierce County's role in supporting a multimodal transportation system as envisioned in the Pierce County Comprehensive Plan 2024 Periodic Update, and in reviewing and permitting a small portion of the project, at the southern end of the South Federal Way (SF) segment, which falls within unincorporated Pierce County.

Pierce County supports expanding transit connections and would like to encourage alternatives that provide the best multimodal connection opportunities to Pierce County residents. The project's central goal of extending light rail is in line with Pierce County's priorities including planning for growth and affordable housing with convenient access to transit, supporting multimodal transit connections, and equitably serving our community. These goals must be balanced with consideration of how the project could affect regional transportation options for Pierce County residents and natural systems that extend beyond the project site.

Critical Areas

Only a small portion of the southern extent of the 'South Federal Way' segment falls within Pierce County's jurisdiction. Pierce County will consider the following when reviewing permits:

- All three alternatives have impacts to Hylebos Creek, and potential and delineated wetlands.
- Pierce County's critical area ordinances have recently been updated. The amended ordinances will be effective 2/1/2025 and are not yet integrated into the online version of Pierce County Code. Please reference Ordinance 2024-553s2 for adopted language.
- Once the alignment of the light rail has been determined, please ensure appropriate wetland analysis is conducted to identify how many acres of wetland are impacted.

Transportation

- Pierce County supports alternatives that provide safe and convenient multimodal connections to residents and businesses. Pierce County recommends against the alternatives that would limit access for transit riders coming from the unincorporated County, who must connect to light rail with additional modes of transportation:
- The SF I-5 station alternative has more limited access for active transportation and transit.
- Deferring parking lot construction until 2038 will limit access in the intervening years and could also contribute additional emissions if riders must drive an additional 3-5 miles each way to access another park and ride lot.
- The Draft EIS indicates that there will be temporary but long-term lane or roadway closures that may require detour routes during TDLE construction which is scheduled to begin in 2028 and may last until the proposed on-service date of 2035. The detailed construction plan (Potential Mitigation Measure 6.2.5) and the traffic control and construction truck routing plan (Potential Mitigation Measure 6.4.6) should be coordinated with the following County departments: the Planning & Public Works Department Traffic Division; Communications; and, the Sheriff's Office. Notification of any lane or roadway closures and any related detour routes should also be provided to adjacent residences and businesses.
- We seek clarification on the future traffic operations at SR 99 and 70th Ave E (not the new Wapato Way intersection), which is within the Town of Milton and connects directly to nearby County roads. In Attachment A of Appendix J1, Table A-3 and Figure A-2, this intersection is shown as study intersection #20. However, this intersection does not appear to be analyzed in Chapter 4 of Appendix J1, including not being on Figures 4-8 and 4-9. We would like to know the future operations of this intersection in the No Build and Build, particularly since the intersection is very close to one of the proposed guideway supports as shown in Appendix F-07a, page 59 of 60.

- Since Pierce Transit Route 13 and 102 are no longer in service, these two routes should be removed from the list of bus routes serving Tacoma in Table 4-7 and Table 4-9 in the Draft EIS Transportation Technical Report (page J1-18). Sound Transit should coordinate with Pierce Transit to confirm their existing bus routes and schedules.

- The Draft EIS Transportation Technical Report (page J1-105) indicates that Sound Transit Express Route ST 595 from unincorporated Purdy to Tacoma would be discontinued; however, Table 5-5 on this same page identifies ST 595 as a proposed new route via SR-16. This discrepancy should be clarified in the Final EIS.

- It is noted in the Draft EIS Transportation Technical Report (page J1-202) that Sound Transit has previously committed to provide $40.6 million to local jurisdictions and other agencies to fund pedestrian and bicycle improvements to the four TDLE stations to safety accommodate the projected increase in pedestrian and bicycle travel with the TDLE. This funding contribution to lessen the cumulative impacts associated with the TDLE project should be identified as potential mitigation measure in the Final EIS. In addition, information should be provided on how the amount for this mitigation funding was determined.

- The Draft EIS does not include any specific details about accommodations for pedestrians, bicyclists, and the disabled at or inside the four stations. This information should be included in the Final EIS.

- While the Draft EIS Transportation Technical Report indicates that two parking facilities of approximately 500 stalls each will be provided at the TDLE stations in South Federal Way and Fife, it is noted that no additional parking spaces will be provided at the Tacoma Dome Station despite this station having the highest forecasted ridership (10,800 boardings by year 2042) and already experiencing a 99% parking utilization rate of its existing 2,337 stalls (based on 2019 conditions).

Natural Systems

Pierce County has concerns about larger impacts to watersheds and critical areas in these areas. Sound Transit should consider impacts to natural systems that extend beyond the project site including:

- Please review wellhead protection areas and aquifer recharge areas in the jurisdictions affected.
- The Puyallup River crossing is near Pierce County's Clear Creek restoration project managed by the County's Storm Water Management Division. The County supports the long span bridge alternative, as it would have fewer impacts to sediment and flows.
- This project will also impact tribal planning partners: please ensure Sound Transit is coordinating with all federally recognized tribes with cultural resource concerns, ceded lands, and treaty rights in this area.
- All alternatives are located in the 'Floodplain Seclusion Area' of incorporated jurisdictions of Pierce County. Said areas contain dated mapping of flood hazards (i.e., 1970s). The Department proposes Sound Transit use the "best available data" via modelling to determine if the alignment is in the floodplain/floodway. If located within these areas, consult with FEMA for the map revision process. The Pierce County PPW Stormwater Management Division can provide metadata on the Floodplain Seclusion Area if requested.
- Consult with Pierce County staff if any work or temporary construction work proposed with unincorporated Pierce County, and the duration of approved floodplain studies.

Equity/ Engagement

Pierce County supports equitable engagement efforts that have been done to date and would like to be sure that all impacted parties have had a chance to comment. The following suggestions could improve the reach of your engagement efforts:

- The Engagement summary mentions outreach to the Puyallup Tribe of Indians, Muckleshoot Indian Tribe, Nisqually Indian Tribe, and Yakama Nation in 2018. The Squaxin Island Tribe may also have project impact concerns in this area as part of their ceded area.
- Pierce County recommends initial outreach to Squaxin Island, and an additional invitation to participate to the Muckleshoot Indian Tribe, Nisqually Indian Tribe, and Yakama Nation now that draft analysis has been completed.
- Pierce County's equity index indicates that the southern portion of the South Federal Way segment already suffers from poor environmental health, due to a lack of tree canopy cover and high concentrations of Particulate Matter (PM) 2.5 and diesel emissions. Please consider how construction and operations could exacerbate these inequities.

Cultural Resources

Pierce County has reviewed Sound Transit's Section 106 determination and agrees with the findings. We encourage Sound Transit to continue collaborating with local Tribes, in particular the Puyallup Tribe of Indians, who all are likely to have additional input on tribal cultural resources within the impacted area.

Pierce County requests to be an interested party in the development of any Memoranda of Agreement or Understanding for adverse effects to Historic Properties.

Agency Coordination

We commend the engagement efforts of Sound Transit staff to schedule an initial meeting with our department on February 14, 2025 to identify permits and other land use approvals that will be needed from the County. Any permits or land use approvals that are identified from these coordination meeting should be identified in the Final EIS.

We also appreciate the outreach efforts of Sound Transit staff to provide informational presentations about the TDLE project and the Draft EIS to the Pierce County Transportation Advisory Commission (TAC) on December 12, 2025 and on January 23, 2025. These outreach efforts should be recognized in the Final EIS.

If there are any questions or other concerns, please contact Alon Bassok, Long Range Planning Manager, at (253) 798-3767 or Mike Galizio, Transportation Planning Supervisor at 253-798-2373.

Sincerely,

Lauren Flemister
Assistant Director

cc: Andrew Strobel, Executive Office
Bryan Yambe, Council Member, District 5
Hugh Taylor, Council Office
Letticia Neal, Planning & Public Works
Mike Galizio, Planning & Public Works
Alon Bassok, Planning & Public Works

PierceTransit

February 7, 2025

Erin Green
Environmental Manager, South Corridor
Sound Transit
401 S. Jackson Street
Seattle, WA 98401-2826

Re: Sound Transit Tacoma Dome Link Draft Environmental Impact Statement

Dear Ms. Green:

Thank you for opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) for the Tacoma Dome Link Extension (TDLE) Project. As the local transit operator for Pierce County, Pierce Transit will operate both local transit service and contracted Regional Express service from these proposed facilities. We value the partnership with Sound Transit and look forward to the ongoing collaboration as these transit facilities develop.

Pierce Transit has focused our review on the Transportation Technical Report (Appendix J1) and Conceptual design Drawings (Appendix F). We share initial general comments below:

- Transit Stations: Preference is to avoid use of transit islands for passenger boarding, this will help eliminate safety conflict with pedestrians walking through a bus way.
- Eliminate conflicts between buses and stationary objects such as raised beds (flower beds), light poles and overhead light fixtures. The recent Federal Way Station bus test prior to opening of the facility identified conflicts with flower beds and bus tail swing as well as overhead light fixtures and double decker bus height.
- All Sound Transit stations should include inductive charging for future Sound Transit double decker electric buses which we understand are desired for future service. Pierce Transit does not currently operate electric buses for Sound Transit, but if Sound Transit wishes to transition to this style of vehicle, charging will need to be accommodated at station locations. This will provide for optimal scheduling which will allow vehicles to stay in service throughout the day.
- Confirm all stations have an operator comfort station.
- As design progresses, all bus pathways and circulation within a station/facility must be tested with AutoTurn software as a preliminary test. Coach tests will need to be performed prior to proceeding past 60% design. This is standard with Pierce Transit projects; we routinely perform a coach test for all capital facilities and document conflicts not identified with AutoTurn software. Pierce Transit is available to support your tests as you progress through design.
- Pierce Transit services described on Table 4-8 and Table 4-9, have changed since 2020. We can provide updated service information upon request.

Station specific comments from a perspective of transit operations:

Federal Way:

SF I-5 Station – This station does not appear operationally feasible due to ongoing challenges with access from the adjacent future WSDOT roundabouts and S 356th Street. Additionally, the plan sheets do not show the roundabout that will provide access to the bus loop off South 356th Street. We are concerned this alternative will generate delays to transit service due to access issues, Pierce Transit does not recommend this alternative from an operational perspective.

Fife:

Fife 54th Avenue Station Options (Alternatives Considered, Figure 2-24, Fig 2-26, Fig 2-27, Fig 2-28) – All station designs require emergency egress for coaches. As design progresses, add bollards that can be removed for emergency egress. No transit station facility should have only one ingress and egress; all facilities should have an emergency egress if the station access is blocked.

Portland Avenue:

Pierce Transit prefers the design that does not span Portland Avenue. In this design, the bus bays are consolidated on Bay Street and away from Portland Avenue, which should help with congestion. It will also align well with Tacoma's Puyallup Avenue Project. We also suggest that another paratransit area be located along Bay Street, if possible.

Tacoma Dome Station:

Recommendations:

- Ranked 1st: Close to Sounder (2-Way Only, ASP 104-123) with adjustments:
  - Additional layover zones needed on G Street (near where existing bus zones are).
  - Design changes are needed. Remove bulb outs at the corners of D & G Street, as well bulb outs at the pick-up/drop-off zones, to make maneuvering a bus easier. Additionally mid-block crossing is needed for safety.
- Ranked 2nd: 25th Street West Alternative (ASP102-91) with adjustments:
  - There are maneuverability issues with the proposed transit center design. A pedestrian walkway and expanded sidewalks will add to the issue. The bays alongside the garage must be relocated to Puyallup Avenue to ensure there's enough space for buses to maneuver.
    - In this alternative, we support the bus layover zone design as it will be easy to maneuver in. We suggest the addition of a comfort station at layover area, as well as another paratransit drop-off area on G Street.

Do not recommend:

- Ranked 3rd: 25th Street East Alternative (ASP102-106)
  - This has the same maneuverability issues as the 25th Street West Alternative when it comes to the proposed transit center design. The Option A layover zone is preferred but would need to be reconfigured to ensure buses can maneuver inside of the zone. As it is currently configured, it is too tight.
  - There is currently a transformer at the west side of this location. Would this be moved?

- Ranked 4th: Close to Sounder (1-Way Only, ASP103-122) Alternative
    - There are maneuverability concerns associated with the sawtooth design of the E 25th Street and the proposed bus zones. In addition, having the additional bus zones across the street from the Station will decrease rider convenience.
- Ranked 4th: Close to Sounder (ASP102-121)
    - We do not support the active bus zone area as designed, which is further away from the train, and presents maneuverability and pedestrian safety concerns.
- Ranked 5th: 26th Street
    - Pierce Transit does not recommend this as a viable option. We believe that this is the least desirable option as it separates the station from transit connections at Tacoma Dome Station.

Tacoma Dome Station Boardings

Boardings from Tacoma Dome Station are estimated in Appendix J1 Transportation Technical Report, Attachment D – Parking Inventory and Impact Evaluation, and in Chapter 3 Transportation Environment and Consequences. TDLE Station Boardings are summarized in J1 on pgs. 8-14. Tacoma Dome Station Boardings are estimated at 10,800 total average weekday boardings. PM Peak Period Mode of Access at TDLE Station for Passengers Exiting the Train is estimated for the Transit Transfer Mode at 3,000 (49% transfer rate). Based on ridership experience at the Tacoma Dome Station, the PM Peak boardings is not a strong reflection of the highest boarding activity for this location. The PM Peak Passengers Exiting the Train better represents the highest peak period for this facility. Pre-pandemic we experienced the Tacoma Dome Station reaching capacity by 7:00 am due to the strong morning commute.

The DEIS assumes growth for Pierce Transit local transit service as identified in the *Regional Transportation Plan*. If Pierce Transit is realizing the service vision identified in our *Destination 2040 Long Range Plan* and the *Regional Transportation Plan*, our service levels would be close to meeting this demand. Assuming most of the transit transfers were to local transit, the local Pierce Transit buses serving Tacoma Dome Station would be at maximum loads.

It is Pierce Transit's desire to operate the levels of service identified in our Board adopted *Destination 2040 Long Range Plan*. However, if the residents of Pierce County were not supportive of funding the additional services identified in the long-range plan, the local transit service needed to support transit riders travelling to and from the Tacoma Dome Station would not be financially feasible to operate. Financial support from Sound Transit would be required to provide the level of service capacity required to transport the volume of transit riders needing to reach Tacoma Dome Station to transfer to the future Tacoma Dome Link Extension. This potential mitigation should be identified in Sound Transit's plans.

Additionally, Sound Transit should document the need for future parking demand management at the Tacoma Dome Station in the form of regional parking management at the facility.

Construction Impacts – T Line Closures

The DEIS and Alternatives Guide indicates that construction will occur from approximately 2029-2035. The Alternatives Guide (pg. 33) documents that two alternatives – Tacoma 25th Street-West and Tacoma 25th Street-East – will require potential T Line closures. The T Line experienced over 919,600 boardings in 2024. T Line is a critical connection in the downtown Tacoma area and cannot sustain the impact of a total shut down of T Line service without a replacement to connect local Pierce County users. If T Line is temporarily closed during construction, Sound Transit should mitigate that impact and fund a local connector service throughout the construction period.

Pierce Transit believes Tacoma Dome Station Parking & Construction Impact Mitigation should include:

1 – Funding for service for riders to reach Tacoma Dome Station Tacoma Link Extension
2 – Funding for parking management services (pay-for-parking implementation) at Tacoma Dome Station
3 – Funding for a T Link connector service during construction when T Link is temporarily closed

Pierce Transit Staff Responsibilities:

Our Planning team will continue to be your primary contacts through the DEIS and final design processes. Tina Lee will continue to be the lead participant and main point of contract for Pierce Transit. Tina will ensure coordination throughout the agency. Andrew Arnes is responsible for current planning and scheduling; he will ensure support with our scheduling team.

Tina Lee
Planning Manager
tlee@piercetransit.org
253-589-6887

Andrew Arnes
Service Planning Assistant Manager
aarnes@piercetransit.org
253-983-3389

Sincerely,

Ryan Wheaton
Chief Planning Officer

cc: Tina Lee
Andrew Arnes

THE NORTHWEST SEAPORT ALLIANCE
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February 10, 2025

Ms. Elma Borbe
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

RE: TDLE Draft Environmental Impact Statement Comments

Dear Ms. Borbe,

On behalf of the Port of Tacoma (Port) and The Northwest Seaport Alliance (NWSA), thank you for the opportunity to provide comment on the Sound Transit Tacoma Dome Link Extension (TDLE) draft EIS. The Port of Tacoma and Northwest Seaport Alliance have a significant interest in the regional transportation system via our maritime freight operations, industrial land tenants, and our general responsibilities as public port authorities under Washington State Law. Our maritime cargo operations support the regional economy by providing jobs, supporting international trade activity across the region, and maintaining a stable supply chain for businesses and residents alike. As the region's population, and overall consumption of goods, continues to grow, so does demand for our services.

We support the mission to enhance transportation in the region and reduce otherwise increasing traffic congestion and believe TDLE will be great asset for Pierce County when it is open. We provide these comments to identify areas where the impacts of this project may result in impacts on our maritime freight operations and supporting industrial land uses in the project vicinity.

Fife Station. We support the Preferred Fife Station east of 54th Ave. This station is consistent with Fife's City Center plan which includes transportation considerations to support maritime cargo and industrial interests in the area. The other alternatives will lead to traffic changes that will exacerbate congestion in the vicinity of 54th Ave and Pacific Hwy, a vital intersection for port traffic, and as well as 12th St and 54th Ave.

The alternate Fife stations may conflict with the planned reconstruction of the 54th Ave interchange. This interchange project is recommended for state funding by FMSIB and is important to making sure the transportation system can support future maritime cargo needs from Port of Tacoma terminals. If the preferred alternative is not chosen for construction, Sound Transit must ensure that their station is forward compatible with this planned project to mitigate potential impacts to the future growth of maritime cargo at the Port of Tacoma.

Additionally, while it is not a part of the Preferred Fife Station, we are opposed to the concept of bus bays on 54th Ave. 54th Ave is of significance to the freight system as well as the military, being a designated STRAHNET corridor. Inserting transit on to this road when more practical drop-off locations at the station exist, creates significant conflict with the need for maritime freight to have predictable travel times on essential routes.

Pacific Hwy Alignment. We are strongly opposed to the alignment that would result in the guideway being in the middle of Pacific Hwy through Fife. While this is an early concept, advancing this alternative alignment would need to extensively analyze and mitigate impacts to freight along Pacific Hwy, including business access to existing and potential industrial sites. This would, at a minimum, include extensive parcel-level analysis along Pacific Hwy, consideration of the loss of truck queue space in the median or turn lanes, and the construction of new turnaround routes for heavy trucks up to and including WB-67 trucks.

Portland Ave Station. While we are neutral on the specific station location, the Port of Tacoma and NWSA are opposed to bus bays on Portland Ave. The bus bays in the travel lanes stand to interrupt the flow of freight leading to travel delays and increased points of conflict in the system. The Port of Tacoma and City of Tacoma have coordinated extensively on land use in the area so that all may benefit from this new station. The addition of bus bays on Portland Ave would be an unforced error for shared interests in the area.

As the design for this area is developed, Sound Transit needs to recognize that this road will remain a key freight corridor due to its connectivity to the Port of Tacoma and I-5. This area is located within the Port of Tacoma MIC, so freight trucks need to have a level of priority in the final design, including minimum 11-foot travel lanes and traffic control systems that reduce the number of starts and stops required for truck traveling between Puyallup Ave and I-5.

Construction Impacts. Port of Tacoma and NWSA operations rely on multiple routes that are going to be impacted to varying degrees and durations during construction. We expect

that the future construction team will be required to consult with the Port of Tacoma and Northwest Seaport Alliance closely so that we can work together to minimize impacts to our freight interests. The coordination will be mutually beneficial as our staff can also support the project's need to communicate to truckers about upcoming construction activities.

Please let us know if you would like to discuss any of the comments in this letter as our staff will be happy to provide technical support as needed.

Thank you for the opportunity to comment and the consideration of our feedback. Should you have any questions regarding this letter, please contact Matthew Mauer at (253) 888-4734 or mmauer@portoftacoma.com.

Sincerely,

Eric Johnson, Executive Director
Port of Tacoma

John Wolfe, CEO
Northwest Seaport Alliance

Puget Sound Regional Council

1201 Third Avenue, Suite 500, Seattle, WA 98101-3055 | psrc.org | 206-464-7090

February 7, 2025

Elma Borbe
Senior Environmental Planner
401 South Jackson Street
Seattle, WA 98104-2826

Re: PSRC Comments on the Tacoma Dome Link Extension Draft Environmental Impact Statement

Dear Ms. Borbe:

The Puget Sound Regional Council (PSRC) appreciates the opportunity to comment on the Tacoma Dome Link Extension Draft Environmental Impact Statement (DEIS). The implementation of high-capacity transit to support growing communities and provide options for regional mobility is fundamental to the success of VISION 2050, the region's integrated long-range strategy for growth management, transportation and economic development. The Regional Transportation Plan includes extension of high-capacity transit in this corridor as a vital component of enhancing mobility and providing travel choice in the region. Accordingly, PSRC has an ongoing interest in high-capacity transit system planning for the Seattle to Tacoma corridor and has been designated as a Participating Agency in this project.

We commend Sound Transit for their work to date on the Tacoma Dome Link Extension Project and specifically the DEIS effort. Our review found consistency with PSRC's long-range planning and agreement with the methodologies used to evaluate the impacts and benefits of different stations and alignments. We appreciate that the comments PSRC previously provided on the draft Environmental Methodology Report were considered and incorporated into the evaluations in the DEIS.

We provide the following comments for consideration:
TOD potential. The promotion of transit-oriented development (TOD), characterized by compact, walkable, mixed-use development, is key to implementing the objectives of VISION 2050 and the Regional Transportation Plan. Incorporating TOD in the environmental review of potential high-capacity transit station areas and alignments is an important step toward Sound Transit choosing its investments with current and future land use in mind, and in doing so, building a transit system that supports community building. The Station Area Planning Report, which accompanied release of the DEIS, provides important context on station access, existing zoning, and future TOD potential. As planning for the region's critical high- capacity transit system progresses, we encourage Sound Transit to continue to include TOD as a central component of its analysis, think beyond the existing land use patterns and local planning efforts, and fully consider the best ways and locations to achieve equitable TOD, a cornerstone goal of the VISION 2050 Regional Growth Strategy.

Travel time and transit access. PSRC recognizes the importance of comparing alignment and station alternatives in terms of the resulting light rail travel time. However, there is another dimension of travel time, door-to-door travel time for transit passengers, that would enrich the discussion on transit access in the DEIS. All the stations under consideration are elevated, which provides for grade separation, but could also add travel time for accessing or transferring at the stations. We encourage Sound Transit to ensure these stations allow comprehensive access and easy connections by all individuals, particularly people with special transportation needs, such as older adults and people with disabilities. Doing so will help both reduce travel times for passengers and improve fire and safety emergency preparedness.

Interim Parking. The DEIS states that planned park and ride spaces at South Federal Way and Fife stations would be deferred for up to 3 years from the start of light rail service. If parking is not provided, we encourage Sound Transit to ensure that other transit accessibility options are available and/or studied and to encourage consideration of full access to transit modes to support ridership. The DEIS mitigation does not mention positive options, or more restrictive measures such as parking controls in the station areas.

Clarification of Design Option alternatives. The Federal Way Segment includes the Preferred FW Enchanted Parkway Alternative and FW Design Option. The distinction of the FW Design option compared to other options in the DEIS is unclear to reviewers and should be clarified to avoid confusion.

Greenhouse Gas (GHG) Calculations. No technical supporting information was found in Appendix H; having the full background available on the calculations would be helpful and transparent.

Community Engagement and Stakeholder Involvement. We commend the project team for their efforts to engage with a diverse range of community members. We recommend considering compensation for participants' time and expertise, as this could further encourage participation and ensure that community members' contributions are appropriately recognized and valued. We also appreciate the clarity with which scoping comments were shared with the public. It was helpful to easily access summaries that illustrate the feedback you have received on the link extension. We encourage continued transparency in the ongoing public review and comment process, particularly as the project moves through the Final EIS stages, to ensure that the voices of all stakeholders are heard and addressed.

Tribal Consultation and Cultural Resources. The project team's efforts to engage with local Tribes are commendable, particularly regarding the identification of high-risk parcels where cultural and human remains may be present. Consultation will be required to address these concerns adequately. As the project advances, we recommend prioritizing early and ongoing coordination with Tribal representatives to ensure that cultural sensitivities are addressed and that potential impacts to culturally significant areas, such as the Puyallup River crossing, are minimized. The Tribe's preference for a "clear span" bridge to avoid additional river columns should be taken into consideration, as it aligns with preserving traditional cultural properties.

Public Health, Equity, and Accessibility. We strongly support the project's focus on improving public health, equity, and human well-being in communities that have historically

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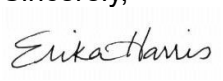
faced disproportionate social, environmental, health, and economic challenges. We recommend that these goals remain central throughout the planning, design, and implementation phases of the project. Furthermore, the need to enhance connections to other transportation modes and increase accessibility for underserved populations and individuals with disabilities must be emphasized as part of the project's objectives. Addressing these needs will contribute to a more inclusive and equitable transportation system.

Displacement and Relocation. We also commend the project team for utilizing PSRC's displacement risk tool to assess and understand the potential impacts of displacement on vulnerable populations. We acknowledge that the identification of displacement risks is a critical step in planning for mitigation strategies. As the project moves forward, we encourage Sound Transit to continue developing strategies that will help minimize the negative effects of displacement, particularly for low- and moderate-income households, households of color, and businesses owned by members of marginalized communities. Successful relocation options should be prioritized to support community stability, though we recognize that such efforts may present challenges.

The Tacoma Dome Link Extension Project is an important long-range investment for the region. We commend Sound Transit again for the DEIS effort, and we appreciate the opportunity to comment and participate. If you have any questions regarding our comments, please contact Philip Harris, Principal Planner, at (206) 464-6843 or pharris@psrc.org.

Sincerely,



Erika Harris, AICP
SEPA Responsible Official
Puget Sound Regional Council

cc: Kelly McGourty, Director of Transportation Planning
Craig Helman, Director of Data
Charles Patton, Program Manager, Equity Policy & Initiatives
Gil Cerise, Program Manager
Liz Underwood-Bultman, Principal Planner
Philip Harris, Principal Planner

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City Manager
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10 February 2025

Elma Borbe
Sound Transit
401 South Jackson Street
Seattle, WA 98104
(submitted via electronic mail)

Dear Ms. Borbe:

The City of Tacoma appreciates the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) for the Tacoma Dome Link Extension (TDLE). The TDLE represents a landmark investment for Tacoma and the broader Puget Sound region, marking a long-awaited connection between the LINK "Central Spine" and Tacoma, the second-largest city in the region.

Recognizing the significance of this initiative, the City of Tacoma offers the following comments to aid Sound Transit's Environmental Impact Statement (EIS) process. These comments focus on key technical concerns and core values essential to maximizing the TDLE's potential and addressing its impacts. They are not presented in any order of importance.

Business and Land Use Impacts
The DEIS narrowly evaluates direct business impacts (i.e., the number of businesses displaced), but it under emphasizes the effect of construction impacts to existing businesses. This gap in the DEIS needs to be addressed. The recent experience of the Hilltop Link Expansion demonstrates the significant impact that construction can have on nearby businesses. This project is much larger in scale than that one and will have greater and longer construction impacts. It is more likely than not that many businesses will not be able to sustain the long construction period with the noise, dust, and limited access available for their customers. These construction impacts to businesses need to be acknowledged, evaluated as part of the options analysis, and appropriate mitigation needs to be provided.

As the DEIS indicates, a high proportion of business owners in the Dome District (particularly in Freighthouse Square) are minority-owned, and successful relocation opportunities may be challenging. Freighthouse Square has long served as a valuable small business incubator. The vulnerable population of business owners, employees, and patrons of Freighthouse Square will require very intensive support, resources, and culturally appropriate communications, starting well in advance of construction. This serious impact must be acknowledged and mitigated under any of the options for the Tacoma Dome Station, but particularly the ‘East 25th Street West’ and ‘Close to Sounder’ options.

The DEIS does not mention or account for the significant impact that the complete closure of the T-line for up to 3 years would have on local businesses and users. This closure would have dramatic effects on business not just in the Tacoma Dome area, but also in the Brewery District, UWT/Museum District, Downtown Core, and St. Helens, Stadium and Hilltop Neighborhoods that just underwent years of disruption from the T-line extension. Impacts to commuters would also be significant. There are 1,000 high school students downtown that use the T-line to get from class to class and another 5,000 students at the University of Washington-Tacoma who would be impacted by this closure, not to mention downtown workers. The Final EIS must fully analyze and address these significant impacts and incorporate appropriate mitigation measures to address them.

The DEIS also fails to fully recognize and analyze the substantial impacts on properties adjacent to the proposed project, particularly the track guideways between the stations. If Sound Transit chooses one of the East 25th Street stations for the Dome District, the project will effectively create a continuous, nearly one-mile long viaduct down the East 25th Street corridor spanning nearly the entire width of the right-of-way. This structure will have substantial impacts on the existing operations of adjacent properties and introduce noise, light blockage, and visual impacts that will substantially impact the future redevelopment of these properties. This is particularly concerning in areas where transit-oriented development is envisioned. These impacts needs to be more fully examined in the Final EIS

The DEIS mentions that the Tacoma Dome 'Close to Sounder' Station Alternative conceptual design incorporates a potential joint development opportunity to provide non-transit uses (e.g., retail and/or other uses that support both transit ridership and the vibrancy of the surrounding neighborhood) underneath the potential elevated station and guideway. This supports Tacoma's goal for the Dome District to be a vibrant Transit-Oriented Development (TOD) neighborhood and would also help mitigate for loss of business, jobs and community activities by activating areas under guideway/station/tail tracks.

The DEIS land use impact analysis erroneously states "[a]ll of the alternatives in the Tacoma Segment would use land currently in commercial use and in an area currently designated for industrial use." The Tacoma Dome stations are located in the Downtown Regional Growth Center and the DMU zone, a mixed-use zone, which is specifically intended to support transit-oriented development, NOT industrial use. Furthermore, impacts to current/future residents in the study areas are not sufficiently addressed in the DEIS. There are currently 5 projects (completed and/or underway) along E 25th and 26th Streets totaling 875 new residential units. Mitigation regarding access to those sites, noise and other needs of the residents need to be considered.

Taken together, the project's impacts to commercial land use, along with the underlying zoning (and Comp Plan designation) that support transit-oriented commercial, service, residential, restaurant, and retail uses argue strenuously for a station area, and specifically a station design itself that mitigate the loss of commercial uses, and incorporate additional transit-oriented commercial activity in this area. In particular if Sound Transit chooses the 'Close to Sounder' station option for the Tacoma Dome District, this should be accomplished explicitly by providing retail, restaurant, and related commercial space through intentional design and station joint development (in addition to surplus land redevelopment). The analysis concludes with joint development as the most important mitigation strategy relative to the land use impacts of the alternatives, and must be included in the Final EIS and project agreements.

For the Tacoma Dome Station, the DEIS documents a visual environment that requires a very intentional, architecturally unique and appropriately-scaled terminal that responds to the scale and grain of this major multimodal hub. As the DEIS notes, the special circumstances of the Tacoma Dome Station would not be served well by "one size fits all" design treatments. Creation of a distinctive, landmark "terminal" station structure at a scale that is appropriate to the large transit facilities and other area destinations (i.e. Tacoma Dome, LeMay Museum) will be critical to both express the regional importance of the Tacoma Dome terminus and provide a visual focus to the area. If Sound Transit chooses the 'Close to Sounder' Tacoma Dome Station option, the proposed mixed-use station could establish a unique opportunity for a distinctive, landmark-scale architectural expression, providing a focus appropriate to the regional significance of this multi-modal complex and the "end of the line" terminal for transit users and other visitors to the area alike.

Multimodal Access & Transportation

The DEIS is relying significantly on partner projects, particularly local transit improvements, to fill in the access to the stations and connect it to other parts of the City. The accessibility of the stations to the greater transit system is a responsibility of both Sound Transit and their partners. This point needs to be addressed more fully in the Final EIS and more robust plans need to be in place to ensure these critical local transit improvements can be made in coordination with this project.

The proposed TDLE is different from a lot of other transportation projects in that it is relying on an alignment and associated stations elevated above the existing transportation system of streets, sidewalks, and trails. The elevated TDLE alignment presents unique challenges related to changes in traffic patterns, pedestrian mobility, and street-level transportation. Even with the benefit of limiting outright traffic mode conflicts, there are still associated changes in traffic patterns (of all modes) and demands associated with the proposed stations that warrant mitigation and/or additional provisions to support. Further analysis is needed to ensure that the project incorporates adequate multimodal access provisions and mitigation strategies to maintain efficient transportation operations in the impacted areas.

In the Portland Avenue station area, Sound Transit and the City, along with critical partners like WSDOT, the Puyallup Tribe and the Port of Tacoma, should explore opportunities to coordinate on evaluating potential redesign of the transportation network in the station area to better accommodate the complicated multimodal transportation patterns in this area. For the Tacoma Dome Station, if Sound Transit chooses the 'East 25th Street West', 'East 25th Street East', or 'East 26th Street' station options (each of which is aligned over the existing roadway), Sound Transit will need to conduct much more detailed analysis and design work for those road corridors, in partnership with the City, to ensure that the design of the elevated stations and tracks does not unduly restrict the City's ability to operate and maintain those local transportation corridors.

The study's representation of anticipated changes in traffic demands and patterns, as influenced by the proposed TDLE stations (Portland Ave and Tacoma Dome) and overall Link ridership forecasts suggests only limited/localized intersections that would not meet allowable operational levels once the extension is constructed. The anticipated mitigation of those locations is not expected to be extraordinary, but was also left ambiguous as part of the study's narrative (e.g., East 26th Street at Portland Avenue). Forecasted conditions, and thus projected transportation impacts (or lack thereof), are dependent on traffic mode/use assumptions along with the expected (or to-be-provided) means for those various modes to be reasonably utilized for

access to and from the TDLE stations. For example, the study is not as detailed as needed in showing how other modes such as walking and biking will be specifically addressed to ensure an adequate mode split to ensure projected vehicle demands and overall transportation impacts remain manageable.

The City understands that the DEIS cannot be all-encompassing in the details it discusses, but the City needs this transportation dynamic topic further analyzed in the Final EIS to better address mobility and accessibility needs in terms of site improvements, site-adjacent improvements, off-site improvements, and overall route improvements—even if those have separate (pending) processes and means to examine and ultimately implement. The City supports the focus on multimodal access to the TDLE stations, but we disagree with the DEIS' assertion that "no mitigation is required" for non-motorized travel. In the Portland Avenue Station area, improved access to McKinley Hill and the destinations and neighborhoods south of Interstate 5 are particularly important. In the Dome District, seamless access between the TDLE station and the T-line is of paramount importance (as the DEIS identifies it as a primary access point for TDLE), along with convenient and user-friendly access to all of the other modes at this regional hub, including local and regional buses, Sounder, Amtrak, and Greyhound. More assessment and information is needed on how Sound Transit will mitigate these impacts and support active transportation access to the stations and multimodal integration.

Practical Concerns of the Elevated Design

In order for the elevated train alignment/operation, support pillars are introduced at ground level and depending on the given location along the alignment, they may not provide typical operational buffers to moving traffic (vehicles, bicyclists, pedestrians). In urban environments, these elements are not uncommon to encounter (e.g., utility poles, sign posts, etc.), but only in moderation. Under the current preliminary design, the pillars supporting the TDLE tracks are very large and needed every 100+/- feet on both sides of the given roadway (e.g., East 25th Street). This detracts from reasonable relief from encountering such roadside elements as well as imposing practical limitations on being able to provide typical traffic and parking control devices as well as accommodating existing and future property access points. The overhead presence of the tracks and support system also significantly constrain the underlying street layout and configuration to only certain possibilities despite the full right-of-way typically being at the City's disposal for future development-specific or transportation-system supported future project or change. Regardless of the route selected, we ask that Sound Transit commit to working closely with the City on siting the pillars and implementing strategies to address their impacts on ground-level transportation and use of the right-of-way.

The elevated stations and guideway also present the obvious potential to create areas without any significant active use or oversight. As Sound Transit is well aware, these "leftover" areas often create opportunities for blight and undesirable criminal activities. The stations and guideway must be designed to limit these areas, maximize the active use of any spaces under the facilities, and employ Crime Prevention Through Environmental Design (CPTED) techniques or other mitigations to reduce this potential. These issues must be more fully addressed in the Final EIS and in the final project design.

Utilities

The City's utilities (including TPU-Power, TPU-Water, Environmental Services-Stormwater, Environmental Services-Wastewater, and TPU-Communications) have raised concerns regarding the potential impacts to utility infrastructure for this project. Of particular concern is necessary relocation along E. 25th Street for the proposed 25th Street East and West station options. Challenges include the lack of available space for relocation due to zero lot line

development, existing right-of-way congestion, low gradients, shallow coverage of existing infrastructure, and poor soil conditions. Utility reconfiguration in this area will require significant planning and design work, necessitating very close coordination between Sound Transit and utility providers, and complicated construction within congested corridors. Any necessary utility work will be at the expense of Sound Transit. Additionally, should Sound Transit choose to keep some of the existing utilities in place, there is a concern that maintenance and repair access will be significantly constrained or unable to be performed using standard industry means and methods.

Freighthouse Square and Historical Considerations

The City believes that the adverse impacts resulting from the potential removal of the 1909 Milwaukee Road Freight House, popularly known since its 1987 repurposing as a retail and food destination as Freighthouse Square, is inadequately addressed in the DEIS. We share community concerns that the impacts to the character of the Dome District would be significant under the 'Close To Sounder' alternative, as well as those resulting from the construction of a large viaduct in close proximity as identified in the in the '25th Street East' and '25th Street West' alternatives.

The City is aware that Freighthouse Square has been determined Not Eligible for the National Register of Historic Places due to lack of historical integrity resulting from alterations, but this sole measure fails to account for its community significance and its importance as a visual place marker in the Dome District. As an iconic community landmark, it serves to clearly identify the Dome District and provide a reference point to residents and visitors both geographically and by its association with the history of rail operations that is fundamental to Tacoma's identity. It is also one of the few remaining recognizable structures associated with this historical theme in the district. The remnants of the Milwaukee & St Paul Railway have slowly but steadily been removed from this context over time, including the loss of tracks and trestle that historically linked to Freighthouse. The Final EIS should recognize this local significance and evaluate how the various options can be designed to minimize or mitigate those impacts. Additionally, due to its local significance, it is likely that any demolition of this structure will be reviewed at the development permit stage under the City's historic demolition review code.

The City recommends additional consideration of the treatment of this valuable community asset, and that the adverse impacts from its demolition should be reviewed beyond the economic or business impacts. The current DEIS Cultural Resources section makes very little mention of Freighthouse Square, but the impacts resulting from its removal should receive substantial review, as it would be one of the more significant and visible outcomes of the Tacoma section of this project from a public perspective. Lastly, the City would recommend, if Freighthouse Square is to be removed, what mitigation measures beyond impacts to tenants would be appropriate and commensurate with its significance to the community. Particular focus should be on the future station design, how it would respond to the historical context of the area and Freighthouse Square itself, and how what is built can be iconic in design and architecturally relevant to the residents of Tacoma.

Trees

This project has the potential to significantly impact the City's tree canopy in the station and along the track corridor. The project will need to have the existing trees within the area of impact surveyed, to include tree location, size, species, and health rating/condition. This information will need to be overlaid with the layout alternatives, to understand which trees will need to be removed, and which ones will be saved through construction. Tree removals will need to be mitigated. The project will also be responsible for providing trees and landscaping

as required for the new transit stations and street trees along those portions of street corridors that are significantly altered. If Sound Transit chooses to run the tracks in elevated structures down street corridors, this may make infeasible the provision of street trees along those corridors and necessitate alternative planting mitigation plans to be considered.

Rights-of-Way and Easements
The right-of-way (ROW) needs for the project will be extensive. Depending on final route location/placement, additional ROW and/or easements will most likely be required from property owners along the corridor. Acquisition of any new or expanded property rights or relocation of any utilities (including but not limited to street/signal infrastructure) or relocation of personal property required for the TDLE project will need to be at the cost of the TDLE project. Furthermore, if additional ROW or easements are required, the width of such may vary depending on the type of utility infrastructure and vertical and horizontal separation requirements, as determined by the utility, along with any restrictions or conditions. If condemnation should be required to obtain any new or expanded property rights as a result of the TDLE project, Sound Transit will be the condemning authority. If any acquisition or relocation is required for the project, Sound Transit will be the agency conducting such acquisition/relocation activities which shall be in compliance with state and federal statutes including the Uniform Act.

Thank you for the opportunity to comment on the Draft EIS. The City of Tacoma looks forward to our continued partnership on this very exciting project. We believe these types of high-capacity connections are critical to providing the full menu of transportation alternatives necessary to meet the needs of the region and our growing population in a more sustainable and resilient way. Tacoma remains committed to working with Sound Transit through the project design and delivery process to refine the TDLE project in a way that balances regional transportation goals with local community needs. We look forward to continued dialogue and collaboration to ensure the successful delivery of the TDLE project.

Sincerely,

Hyun Kim
Acting City Manager

c: Mayor Victoria Woodards and Members of the Tacoma City Council
Hyun Kim, Deputy City Manager
Allyson Griffith, Interim Deputy City Manager
Jackie Flowers, Director, Tacoma Public Utilities
Peter Huffman, Director, Tacoma Planning & Development Services
Ramiro Chavez, Director, Tacoma Public Works
Geoff Smyth, Interim Director, Tacoma Environmental Services
Carol Wolfe, Interim Director, Tacoma Community & Economic Development
Brian Boudet, Planning Division Manager, Planning & Development Services

Tacoma Dome Link Extension

Comment Form for Tribal and Cooperating Agency Review of Administrative Draft EIS - Main Volume

Reviewing Tribe/Agency: City of Tacoma ***Comments Due: February 10, 2025***

#	ADEIS Chapter/Section	PDF Page No.	Figure/ Table No.	Comment	Reviewer	Action Taken
1	2 Alternatives Considered	8		Other parts of the document say 18 hours.	B. Churchill	
2	2 Alternatives Considered	22	2-22	Tacoma Power 115kV Transmission Line	J. Rempe	
3	2 Alternatives Considered	22	2-22	Tacoma Power - 2 x 230kV Transmission Lines Will Require modification to allow the TDLE to pass under.	J. Rempe	
4	2 Alternatives Considered	22	2-22	Tacoma Power 115kV Transmission Line	J. Rempe	
5	2 Alternatives Considered	23	2-23	Tacoma Power 115kV Transmission Line - will require relocation	J. Rempe	
6	2 Alternatives Considered	23	2-24	Tacoma Power 115kV Transmission Line - will require relocation	J. Rempe	
7	2 Alternatives Considered	24	2-25	Tacoma Power 12.5kV Overhead Distribution Feeder on West side of 54th - will need to converted to underground	J. Rempe	
8	2 Alternatives Considered	24	2-25	Tacoma Power 12.5kV overhead Distribution system	J. Rempe	
9	2 Alternatives Considered	24	2-26	Tacoma Power 12.5kV Overhead Distribution Feeder on West side of 54th - will need to converted to underground	J. Rempe	
10	2 Alternatives Considered	24	2-26	Tacoma Power 12.5kV overhead Distribution system	J. Rempe	
11	2 Alternatives Considered	25	2-27	Tacoma Power 12.5kV Overhead Distribution Feeder on West side of 54th - will need to converted to underground	J. Rempe	
12	2 Alternatives Considered	25	2-27	Tacoma Power 12.5kV overhead Distribution system	J. Rempe	
13	2 Alternatives Considered	25	2-28	Tacoma Power 12.5kV Overhead Distribution Feeder on West side of 54th - will need to converted to underground	J. Rempe	
14	2 Alternatives Considered	25	2-28	Tacoma Power 12.5kV overhead Distribution system	J. Rempe	
15	2 Alternatives Considered	26		Four station alternatives in the Tacoma Dome area and two station alternatives in the Portland Ave area.	B. Churchill	
16	2 Alternatives Considered	27	2-29	Tacoma Power 115kV Transmission Line on 25th & 26th	J. Rempe	
17	2 Alternatives Considered	27	2-29	Tacoma Power Milwaukee Substation	J. Rempe	
18	2 Alternatives Considered	29	2-33	115kV Transmission line is located on the North edge of E 25th to Portland Ave. The portion to E L St may be relocated to E 26th St. The 12.5kV Distribution is Overhead on the North Side of E 25th from E G St to Portland Ave. Assuming a Straddle Bent design these lines would be force to UG &/or relocated. J Rempe TPWR 2025-01-15	J. Rempe	
19	2 Alternatives Considered	30	2-34	115kV Transmission line is located on the North edge of E 25th to Portland Ave. The portion to E L St may be relocated to E 26th St. The 12.5kV Distribution is Overhead on the North Side of E 25th from E G St to Portland Ave. Assuming a Straddle Bent design these lines would be force to UG &/or relocated. The Potential Transit Area @ E G St is located where our 115kv to 12.5kV Milwaukee Substation is located. Estimated cost to relocate $15-20 million. J Rempe TPWR 2025-01-15	J. Rempe	
20	2 Alternatives Considered	31	2-35	The track will pass under Tacoma Power 115kV line @ E L St. J Rempe TPWR 2015-01-15	J. Rempe	
21	2 Alternatives Considered	32	2-36	Tacoma Power has overhead distribution feeder along the South edge of E 26th. The facilities will need to be converted to UG and/or relocated in order to maintain service to existing structures. From East G St to East L St 115kV transmission is on the South Side of E 26th to feed our Milwaukee Substation @ East G St. J Rempe TPWR 2015-01-15	J. Rempe	
22	3 Transportation Environmen	1		Please ensure Transportation Comments made within the supporting tech memo (J1) for this chapter are reviewed/applied to similar/same content in this chapter; also see "07c" and/or "07d"	B. Kidd	
23	3 Transportation Environmen	11	Table 3-6	Discuss: Where did this list of streets come from? It doesn't match up with the WSDOT Freight map.	L. Kaster	
24	3 Transportation Environmen	12		Need to provide RCW information about public roadways being a legal crossing, unless signed to prohibit. They don't need to be marked with a crosswalk.	B. Churchill	
25	3 Transportation Environmen	12		Portions of E 25 St, E 26 St, and Puyallup Ave have sidewalk.	B. Churchill	
26	3 Transportation Environmen	12		Portions of E 26 St, E 27 St, E 28 St, and E Bay St have sidewalk. Will need to find out the reasoning behind WSDOT not installing sidewalk on the portions of roadways (E 27 St and E 28 St) that front I-5, which was recently completed.	B. Churchill	

Tacoma Dome Link Extension

Comment Form for Tribal and Cooperating Agency Review of Administrative Draft EIS - Main Volume

Reviewing Tribe/Agency: City of Tacoma ***Comments Due: February 10, 2025***

#	ADEIS Chapter/Section	PDF Page No.	Figure/ Table No.	Comment	Reviewer	Action Taken
27	3 Transportation Environmen	12		signalized	B. Churchill	
28	3 Transportation Environmen	12		The Puyallup Ave project will be reconstructing the traffic signal systems, which will include marked crosswalks.	B. Churchill	
29	3 Transportation Environmen	12		This is unclear - not all legal crossings have curb ramps & ped signals.	L. Kaster	
30	3 Transportation Environmen	13		Dome	B. Churchill	
31	3 Transportation Environmen	13		portions of East L St (the bike lane starts & stops)	L. Kaster	
32	3 Transportation Environmen	15		four?	B. Churchill	
33	3 Transportation Environmen	15		I'm not clear on how the 72% on street parking utilization + 45% off street = 81% parking utilization?	L. Kaster	
34	3 Transportation Environmen	17		pedestrian and bicycle detours as needed	L. Kaster	
35	3 Transportation Environmen	19	Table 3-9	wouldn't we expect some ridership from Portland Ave to Tacoma Dome?	L. Kaster	
36	3 Transportation Environmen	29	Table 3-13	WSDOT owns the intersection and will be taking over maintenance after the SR 167 extension is completed.	B. Churchill	
37	3 Transportation Environmen	30	Table 3-13	The COT Portland Ave Freight project will be removing the east leg of the intersection.	B. Churchill	
38	3 Transportation Environmen	30	Table 3-13	The COT Portland Ave Freight project will be signalizing the intersection. Was this modeled as stop or signal?	B. Churchill	
39	3 Transportation Environmen	30	Table 3-13	The COT Puyallup Ave project will be signalizing the intersection. Was this modeled as a two-way stop or signal?	B. Churchill	
40	3 Transportation Environmen	30	Table 3-13	Why is the on-ramp considered WSDOT and the off-ramp considered Tacoma?	B. Churchill	
41	3 Transportation Environmen	37	Figure 3-9	close proximity intersections to be considered in mitigation options	B. Kidd	
42	3 Transportation Environmen	37	Figure 3-9	planned mitigation, especially relative to station option and related circulation flow?	B. Kidd	
43	3 Transportation Environmen	37	Figure 3-9	suggest signal control for off-ramp?	B. Kidd	
44	3 Transportation Environmen	37	Figure 3-9	suggests signal control as result of any of the station alts, but is also a control planned to be part of Puyallup Corridor project (possible earliest start in 2027)	B. Kidd	
45	3 Transportation Environmen	37	Figure 3-9	Why wasn't the intersection of E C St & Puyallup Ave evaluated?	B. Churchill	
46	3 Transportation Environmen	38	Figure 3-10	already signal controlled, mitigation envisioned?	B. Kidd	
47	3 Transportation Environmen	38	Figure 3-10	close proximity intersections to be considered in mitigation options	B. Kidd	
48	3 Transportation Environmen	38	Figure 3-10	unfunded construction for new signal at this ramp only	B. Kidd	
49	3 Transportation Environmen	38	Figure 3-10	Was this modeled as a signal or two-way stop control?	B. Churchill	
50	3 Transportation Environmen	39	Figure 3-10	Dome	B. Churchill	
51	3 Transportation Environmen	42		new signal along relatively short segment with heavy traffic and truck use, so need assurance that introducing a new signal (in close proximity to other ints/signals) will still permit for corridor flow	B. Kidd	
52	3 Transportation Environmen	42		this description suggests this intersection is already signalized, which it is not	B. Kidd	
53	3 Transportation Environmen	43		E 25 St? The intersection of E 27 St is already a signal. If E 25 St, the Portland Ave Freight project will be removing the east leg from connecting to Portland Ave.	B. Churchill	
54	3 Transportation Environmen	43		Part of the proposed COT Puyallup Ave project.	B. Churchill	
55	3 Transportation Environmen	43		suggesting an abundance of signal control within a relatively short segment of Portland Avenue with largely used intersections at each end (Puyallup & I-5)	B. Kidd	
56	3 Transportation Environmen	43		The off-ramp is part of the proposed COT Portland Ave Freight project.	B. Churchill	
57	3 Transportation Environmen	43		What construction? Not aware of any construction being completed at the Pioneer Way intersection in many years (~2012).	B. Churchill	
58	3 Transportation Environmen	44		also needs to consider impacts to access and circulation to Tacoma Dome area for events occurring during construction times	B. Kidd	
59	3 Transportation Environmen	47		but for those that would drive anyway, it allows for an option to access the station directly without having their short ped portion of the overall trip to have to unnecessarily interact with other modes at street level/other crossings	B. Kidd	
60	3 Transportation Environmen	47		Does not address bike connectivity to stations - also too much focus is on bridges rather than on-street connections that will be vital to enhance safety & accessibility	L. Kaster	

Tacoma Dome Link Extension

Comment Form for Tribal and Cooperating Agency Review of Administrative Draft EIS - Main Volume

Reviewing Tribe/Agency: City of Tacoma ***Comments Due: February 10, 2025***

#	ADEIS Chapter/Section	PDF Page No.	Figure/ Table No.	Comment	Reviewer	Action Taken
61	3 Transportation Environmen	47		If this is the bridge between the parking garage & station -- that would largely support people driving, not peds	L. Kaster	
62	3 Transportation Environmen	47		improved bicycle access, and safety and accessibility enhancements at crossings	L. Kaster	
63	3 Transportation Environmen	47		This project will significantly increase the number of active transportation users - which is a significant impact	L. Kaster	
64	3 Transportation Environmen	48		DIscuss specific impacts to the spuyaləpabš trail - given its regional significance	L. Kaster	
65	3 Transportation Environmen	49		if there is no reasonably safe means to continue allowing for accommodate ped crossings at the location	B. Kidd	
66	3 Transportation Environmen	49		Needs clarification mitigation vs. on and off site improvements that would be required as part of the project	L. Kaster	
67	3 Transportation Environmen	52		Still many more than today	L. Kaster	
68	3 Transportation Environmen	57		update with new numbers?	L. Kaster	
69	3 Transportation Environmen	58		Consider updating - since parking utilization has changed significantly post-COVID	L. Kaster	
70	3 Transportation Environmen	63		lack of funding is the biggest limit to ped investments (not perceived or actual lack of usage)	L. Kaster	
71	4 Affected Environment	10		TPU Power highlighted the following text: "Both of the alternatives on E 25th Street would acquire properties for a bus layover facility, but only the Tacoma 25th Street-East Alternative would require relocating the power substation along E 26th Street."	J. Rempe	
72	5 Cumulative Impacts	7		Elsewhere in the document it clarifies that the system access work is not part of the TDLE project EIS - what improvements (on & off site requirements) will be made as part of the TDLE project, This project will significantly increase active transportation demand (particularly to the Portland Ave station - given it's a major change from existing land use at that location).	L. Kaster	
73	5 Cumulative Impacts	15		TPU Power highligted the following text: "Light rail service could encourage development of property in and around the project area, which could increase demand for utility services. However, local governments and public utilities have already accounted for this planned growth in adopted local land use plans and policies. Development near the project would be consistent with what is allowed in the adopted land use plans and current local development regulations. Therefore, the cumulative impacts on utilities would be negligible and in accordance with planned growth. Any increased need for utilities, such as electricity, would be mitigated by Sound Transit by working directly with public utility providers."	J. Rempe	
74	2 Alternatives Considered			The Close to Sounder option is the best overall option for Tacoma from an economic development perspective. There are fewer overall impacts to construction, utility, visual changes to the area than the other options. While there are significant permanent displacement impacts to businesses, this is not the only item that needs to be considered in terms of business impacts.	D. Bingham	
75	2 Alternatives Considered			The other station options would also have significant impacts to the businesses during the entire term of the construction, potentially causing the permanent closure of businesses due to lack of accessibility and lack of foot traffic, even as they try and stay open. The full closure of E. 25th street, including access to Freight house square ensures these disruptions.	D. Bingham	

Tacoma Dome Link Extension

Comment Form for Review of Draft EIS - APPENDICES/TECHNICAL REPORTS

Reviewing Tribe/Agency: City of Tacoma ***Comments Due: February 10, 2025***

#	Appendix	PDF Page No.	Figure/ Table No.	Comment	Reviewer	Action Taken
1	Apdx F Conceptual Design Drawings	All	All	Portions of the project to be located within City of Tacoma street ROW will require a Franchise Agreement and/or Right of Use Agreement.	D. Harrison	
2	Apdx F Conceptual Design Drawings	All	All	Portions of the project to be located on City of Tacoma easement or fee simple rights that interfere with existing City of Tacoma infrastructure will require relocation per City of Tacoma's direction and at ST's expense. This also may require ST to acquire new rights for the City per City of Tacoma's direction and at ST's expense.	D. Harrison	
3	Apdx F Conceptual Design Drawings	All	All	Portions of the project to be located on City of Tacoma easement or fee simple rights that do not interfere with existing City of Tacoma infrastructure will require property rights from the City, which will include fair market value consideration from ST.	D. Harrison	
4	Apdx F Conceptual Design Drawings	A00-KAP11		Tacoma Power OH 12.5kV lines - Recommend converting to underground to accommodate construction of elevated track. J Rempe 2025-01-21	J. Rempe	
5	Apdx F Conceptual Design Drawings	A00-KAP12		Tacoma Power OH 12.5kV lines - Recommend converting to underground to accommodate construction of elevated track. J Rempe 2025-01-21	J. Rempe	
6	Apdx F Conceptual Design Drawings	A00-KAP13		Tacoma Power OH 12.5kV lines - Recommend converting to underground to accommodate construction of elevated track. J Rempe 2025-01-21	J. Rempe	
7	Apdx F Conceptual Design Drawings	A00-KAP13		Tacoma Power 115kV Transmission line - to be relocated in order to avoid crossing over an occupied building/structure J Rempe 2025-01-21 May consider constructing along the propose Wapato Wy frm 8th St to 12th & 62nd - S on 62nd to SR99 then West to existing line.	J. Rempe	
8	Apdx F Conceptual Design Drawings	A00-KAP14		Tacoma Power OH 12.5kV lines - Recommend converting to underground to accommodate construction of elevated track. J Rempe 2025-01-21	J. Rempe	
9	Apdx F Conceptual Design Drawings	A00-KAP14		Tacoma Power OH 12.5kV lines - Recommend converting to underground to accommodate construction of elevated track & service to TPSS. J Rempe 2025-01-21	J. Rempe	
10	Apdx F Conceptual Design Drawings	A00-KAP14		Tacoma Power UG 12.5kV lines - Will review construction impact in area - J Rempe 2025-01-21	J. Rempe	
11	Apdx F Conceptual Design Drawings	A00-KAP15		Tacoma Power OH 12.5kV lines - Recommend converting to underground to accommodate construction of elevated track. J Rempe 2025-01-21	J. Rempe	
12	Apdx F Conceptual Design Drawings	A00-KAP16		Tacoma Power - 2 x 230kV Lines - extent of affected structures to be determined. High impact to Tacoma Power operations. J Rempe 2025-01-21	J. Rempe	
13	Apdx F Conceptual Design Drawings	A00-KAP16		Tacoma Power UG 12.5kV lines - Will review construction impact in area - J Rempe 2025-01-21	J. Rempe	
14	Apdx F Conceptual Design Drawings	A3B-KAP14		Tacoma Power OH 12.5kV lines - Recommend converting to underground to accommodate construction of elevated track. J Rempe 2025-01-21	J. Rempe	
15	Apdx F Conceptual Design Drawings	A3B-KAP14		Tacoma Power OH 12.5kV lines - Recommend converting to underground to accommodate construction of elevated track & service to TPSS. J Rempe 2025-01-21	J. Rempe	
16	Apdx F Conceptual Design Drawings	A3B-KAP14		Tacoma Power UG 12.5kV lines - Will review construction impact in area - J Rempe 2025-01-21	J. Rempe	
17	Apdx F Conceptual Design Drawings	A3B-KAP15		Tacoma Power OH 12.5kV lines - Recommend converting to underground to accommodate construction of elevated track. J Rempe 2025-01-21	J. Rempe	
18	Apdx F Conceptual Design Drawings	A3B-KAP16		Tacoma Power OH 12.5kV lines - Recommend converting to underground to accommodate construction of elevated track. J Rempe 2025-01-21	J. Rempe	
19	Apdx F Conceptual Design Drawings	A3B-KAP16		Tacoma Power - 2 x 230kV Lines - extent of affected structures to be determined. High impact to Tacoma Power operations. J Rempe 2025-01-21	J. Rempe	
20	Apdx F Conceptual Design Drawings	D00-KAP05		Tacoma Power OH 12.5kV lines - Recommend converting to underground to accommodate construction of elevated track. J Rempe 2025-01-21	J. Rempe	
21	Apdx F Conceptual Design Drawings	D00-KAP05		Tacoma Power OH 12.5kV lines - Recommend converting to underground to accommodate construction of elevated track & service to TPSS. J Rempe 2025-01-21	J. Rempe	
22	Apdx F Conceptual Design Drawings	D00-KAP05		Tacoma Power UG 12.5kV lines - Will review construction impact in area - J Rempe 2025-01-21	J. Rempe	

Tacoma Dome Link Extension

Comment Form for Review of Draft EIS - APPENDICES/TECHNICAL REPORTS

Reviewing Tribe/Agency: City of Tacoma ***Comments Due: February 10, 2025***

#	Appendix	PDF Page No.	Figure/ Table No.	Comment	Reviewer	Action Taken
23	Apdx F Conceptual Design Drawings	D00-KAP05		Tacoma Power 115kV Transmission line - to be relocated in order to avoid crossing over an occupied building/structure J Rempe 2025-01-21 May consider constructing along the propose Wapato Wy frm 8th St to 12th & 62nd - S on 62nd to SR99 then West to existing line. J Rempe 2025-01-21	J. Rempe	
24	Apdx F Conceptual Design Drawings	D00-KAP06		Tacoma Power OH 12.5kV lines - Recommend converting to underground to accommodate construction of elevated track. J Rempe 2025-01-21	J. Rempe	
25	Apdx F Conceptual Design Drawings	D00-KAP06		Tacoma Power UG 12.5kV lines - Will review construction impact in area - J Rempe 2025-01-21	J. Rempe	
26	Apdx F Conceptual Design Drawings	D00-KAP07		Tacoma Power OH 12.5kV lines - Will evaluate remaining Overhead vs. underground. J Rempe 2025-01-21	J. Rempe	
27	Apdx F Conceptual Design Drawings	D00-KAP08		Tacoma Power - 2 x 230kV Lines - extent of affected structures to be determined. High impact to Tacoma Power operations. J Rempe 2025-01-21	J. Rempe	
28	Apdx F Conceptual Design Drawings	85	A03-ASP101	confirm whether or not WSDOT (I-5) has any access restriction limitation area affecting use of E 27th St	B. Kidd	
29	Apdx F Conceptual Design Drawings	85	A03-ASP101	lighting of intersection beneath new overhead span?	B. Kidd	
30	Apdx F Conceptual Design Drawings	85	A03-ASP101	One-way roadways - Typical to all alternatives	B. Churchill	
31	Apdx F Conceptual Design Drawings	86	A03-APP101	needs more "definition"/delineation from roadway/public travel way and bus bays area	B. Kidd	
32	Apdx F Conceptual Design Drawings	86	A03-APP101	enough capacity per Transportation analysis?	B. Kidd	
33	Apdx F Conceptual Design Drawings	92	A04-APP101	any preserved/new mid-block crossings need to be made fully accessible	B. Kidd	
34	Apdx F Conceptual Design Drawings	92	A04-APP101	these support columns seem to be where existing T-Line runs, so is it being moved to be in the shared lane as part of this station plan?	B. Kidd	
35	Apdx F Conceptual Design Drawings	93	A04-APP102	why optional? why not take adv of the raised station to allow for as many direct/unconflicted points of routing/access for peds?	B. Kidd	
36	Apdx F Conceptual Design Drawings	93	A04-APP102	already developed...any diffs from expected?	B. Kidd	
37	Apdx F Conceptual Design Drawings	95	A04-ASX101	lighting plan for along E 25th St under the station/elevated railway?	B. Kidd	
38	Apdx F Conceptual Design Drawings	106	FA-ASP102	Existing TPU substation. Might be difficult to relocate for a bus parking lot.	B. Churchill	
39	Apdx F Conceptual Design Drawings	119	E00-ASP101	why optional? provides more direct access for portion of would-be ped traffic that then might have to conflict with other modes at-grade	B. Kidd	
40	Apdx F Conceptual Design Drawings	119	E00-ASP101	roadway lighting dynamics in this area of two overpasses, with break in between and signal (at 25th/G) just downstream?	B. Kidd	
41	Apdx F Conceptual Design Drawings	120	E00-ASP102	Show T Line tracks	B. Churchill	
42	Apdx F Conceptual Design Drawings	120	E00-ASP102	preserved or new mid-block crossings to be of control type that is accessible to all	B. Kidd	
43	Apdx F Conceptual Design Drawings	120	E00-ASP102	consider inbound one-flow given this access point's proximity to signal at Puyallup/G St?	B. Kidd	
44	Apdx F Conceptual Design Drawings	120	E00-ASP102	already reconstructed back-in angle parking	B. Kidd	
45	Apdx F Conceptual Design Drawings	120	E00-ASP102	roadway lighting dynamics in this area of two overpasses, with break in between and signal (at 25th/G) just downstream?	B. Kidd	
46	Apdx F Conceptual Design Drawings	121	E00-ASP103	Show T Line tracks	B. Churchill	
47	Apdx F Conceptual Design Drawings	121	E00-ASP103	close proximity to signals at C/D St and E 25th St	B. Kidd	
48	Apdx F Conceptual Design Drawings	121	E00-ASP103	close proximity to at-grade rail crossing/potential future rail crossing provisions	B. Kidd	

Tacoma Dome Link Extension

Comment Form for Review of Draft EIS - APPENDICES/TECHNICAL REPORTS

Reviewing Tribe/Agency: City of Tacoma ***Comments Due: February 10, 2025***

#	Appendix	PDF Page No.	Figure/ Table No.	Comment	Reviewer	Action Taken
49	Apdx F Conceptual Design Drawings	121	E00-ASP103	preserved, relocated, or new mid-block crossings to be of control type that is accessible to all	B. Kidd	
50	Apdx F Conceptual Design Drawings	121	E00-ASP103	roadway lighting dynamics in this area of two overpasses, with break in between and signal (at 25th/G) just downstream?	B. Kidd	
51	Apdx F Conceptual Design Drawings	122	E00-ASP104	preserved, relocated, or new mid-block crossings to be of control type that is accessible to all	B. Kidd	
52	Apdx F Conceptual Design Drawings	122	E00-ASP104	with E 25th St as transit only use, how does negated garage entry/exit affect garage ops/overall traffic routing for the area?	B. Kidd	
53	Apdx F Conceptual Design Drawings	122	E00-ASP104	ok for station to be on the actual approach to signal control intersection? (usually set back/upstream from them)	B. Kidd	
54	Apdx F Conceptual Design Drawings	122	E00-ASP104	roadway lighting dynamics in this area of two overpasses, with break in between and signal (at 25th/G) just downstream?	B. Kidd	
55	Apdx F Conceptual Design Drawings	126	E00-ASX101	Show T Line?	B. Churchill	
56	Apdx F Conceptual Design Drawings	126	E00-ASX101	Drawing is cutoff	B. Churchill	
57	Apdx F Conceptual Design Drawings	127	E00-ASX101	Drawing is cutoff	B. Churchill	
58	Apdx F Conceptual Design Drawings	127	E00-ASX101	Show T Line?	B. Churchill	
59	Apdx F Conceptual Design Drawings	142	GA-ASX101	Show T Line?	B. Churchill	
60	Apdx F Conceptual Design Drawings	A00-KAP18		Any chance to rotate the sheets so that the North Arrow is up? - Typical	B. Churchill	
61	Apdx F Conceptual Design Drawings	A00-KAP18		Tacoma Power 115kV Transmission line -will evaluate raising crossing - J Rempe 2025-01-21	J. Rempe	
62	Apdx F Conceptual Design Drawings	A00-KAP19		This construction of the off-ramp was just completed.	B. Churchill	
63	Apdx F Conceptual Design Drawings	A00-KAP19		This side of the intersection will be closed with the Portland Ave Freight and Access project.	B. Churchill	
64	Apdx F Conceptual Design Drawings	A00-KAP19		Tacoma Power OH 12.5kV lines - Recommend converting to underground to accommodate construction of elevated track. J Rempe 2025-01-21	J. Rempe	
65	Apdx F Conceptual Design Drawings	A00-KAP20		Tacoma Power 115kV Transmission line - May consider relocating to E 26th as far back as E D St. OH 12.5kV lines - Recommend converting to underground to accommodate construction of elevated track. J Rempe 2025-01-21	J. Rempe	
66	Apdx F Conceptual Design Drawings	A00-KAP20		Tacoma Power UG 12.5kV lines - Will review construction impact in area - J Rempe 2025-01-21	J. Rempe	
67	Apdx F Conceptual Design Drawings	A00-KAP20		Tacoma Power 115kV Transmission line - To evaluate the raising of line to accomodate structure J Rempe 2025-01-21	J. Rempe	
68	Apdx F Conceptual Design Drawings	A00-KAP21		Tacoma Power 115kV Transmission line - May consider relocating to E 26th as far back as E D St. OH 12.5kV lines from E G St East - Recommend converting to underground to accommodate construction of elevated track. J Rempe 2025-01-21	J. Rempe	
69	Apdx F Conceptual Design Drawings	E0A-KAP19		Tacoma Power OH 12.5kV lines - Recommend converting to underground to accommodate construction of elevated track. J Rempe 2025-01-21	J. Rempe	
70	Apdx F Conceptual Design Drawings	E0A-KAP20		as new grades of bridge to account for L St serving as multimodal (ped/bike) corridor	B. Kidd	
71	Apdx F Conceptual Design Drawings	E0A-KAP20		Tacoma Power 115kV Transmission line - To evaluate the raising of line to accomodate structure J Rempe 2025-01-21	J. Rempe	
72	Apdx F Conceptual Design Drawings	E0A-KAP21		Tacoma Power UG 12.5kV lines - substation feeder getaway- Will review construction impact in area - J Rempe 2025-01-21	J. Rempe	
73	Apdx F Conceptual Design Drawings	E0A-KAP21		Tacoma Power UG 12.5kV lines - Will review construction impact in area - J Rempe 2025-01-21	J. Rempe	
74	Apdx F Conceptual Design Drawings	F0A-KAP19		Tacoma Power OH 12.5kV lines - Recommend converting to underground to accommodate construction of elevated track. J Rempe 2025-01-21	J. Rempe	

Tacoma Dome Link Extension

Comment Form for Review of Draft EIS - APPENDICES/TECHNICAL REPORTS

Reviewing Tribe/Agency: City of Tacoma ***Comments Due: February 10, 2025***

#	Appendix	PDF Page No.	Figure/ Table No.	Comment	Reviewer	Action Taken
75	Apdx F Conceptual Design Drawings	F0A-KAP20		Tacoma Power 115kV Transmission line - May consider relocating to E 26th as far back as E D St. OH 12.5kV lines - Recommend converting to underground to accommodate construction of elevated track. J Rempe 2025-01-21	J. Rempe	

Reviewer	Full Name	Department	Division						
B. Churchill	Brian Churchill	Public Works	Traffic Engineering						
B. Kidd	Brennan Kidd	Public Works	Traffic Engineering						
D. Harrison	Dylan Harrison	Public Works	Real Property Services						
D. Gust	Derek Gust	Tacoma Fire	Fire Engineering Services						
J. Rempe	Joe Rempe	Tacoma Power	T&D						
L. Kaster	Liz Kaster	Public Works	Active Transportation						
S. Moeller	Scott Moeller	Public Works	Traffic Engineering						
S. Zhang	Simon Zhang	Public Works	Traffic Engineering						
D. Bingham	Debbie Bingham	Community and Economic Development	Economic Development Services						

Additional attachments not included in this PDF due to size

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
Northwest Region Office
PO Box 330316, Shoreline, WA 98133-9716 • 206-594-0000

February 10, 2025

Elma Borbe, Senior Environmental Planner
Sound Transit
401 S Jackson St
Seattle, WA 98104

Re: Comments on the Tacoma Dome Link Extension Project

Dear Elma Borbe:

Thank you for the opportunity to provide comments on the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) draft Environmental Impact Statement for the Tacoma Dome Link Extension (TDLE) Project. Based on review of the documents associated with this project, the Department of Ecology (Ecology) has the following comments for your consideration.

Ecology reviewed the TDLE Draft Environmental Impact Statement-Executive Summary in order to compare environmental impacts between each alternative alignment. We summarized the information from Tables ES-3, ES-4, and ES-5 for all of the TDLE design alternatives by their ecosystem impacts and presented this data in the attached Table 1. Ecosystem impacts from each build alternative were evaluated for wetlands, streams, and their associated buffers in order to compare acreage loss of wetland and buffer areas and loss of linear feet of stream channel. We highlighted the alternative with the lowest ecosystem impacts (yellow) and other alternatives that avoid high quality wetlands (green) when there was a difference between alternatives.

- This indicates that for the South Federal Way segment, the Enchanted Parkway alternative would have the lowest impacts to wetland and buffer acreages and linear feet of stream channel. If this alternative with the lowest impact to existing ecosystems was not deemed feasible due to other factors, demonstrated through avoidances and minimization, Ecology recommends alternatives that limit impacts to high value wetlands (category I and II).

- For the Fife segment, the lowest wetland impacts are identical between the Pacific Highway with 54th Avenue Option and the Pacific Highway Median with 54th Avenue Option, and the lowest impact to high value wetlands (category I and II). The lowest wetland buffer impacts occur in the I-5 with 54th Avenue Option. The least amount of stream channel impacts were identical for the I-5 with 54th Avenue Option and the I-5 with 54th Span Option.

- For the Tacoma segment, all alternatives have nearly identical wetland and buffer impacts.

Table 1. Comparison of ecosystem impacts by TDLE alternative. This table summarizes Tables ES-3, ES-4, and ES-5 from the draft EIS and includes Ecology notes. Yellow highlights the alternative with the lowest ecosystem impacts. Green highlights alternatives that avoid high quality wetlands when there was a difference between alternatives.

Segment	**Alternative**	**Wetland Impacts (acres)**	**Wetland Impact by Ecology Category (acres) (*pre-liminary rating*)**	**Wetland Buffer Impacts (acres)**	**Stream Impacts (linear feet)**	**Stream Buffer Impacts (acres)**	**Puyallup River Impacts (acres)**
South Federal Way	Enchanted Parkway	2.65	Category I: 0.16 Category II: 1.67 Category III: 0.83 Category IV: <0.01	5.79	150	2.8	-
	1-5	3.77	Category I: 0.16 Category II: 1.67 Category III: 1.93 Category IV: <0.01	8.52	950	5.6	-
	99-West	6.31	Category I: 1.11 Category II: 4.65 Category III:	11.18	500	3.7	-

			0.54 Category IV: 0.01				
	99-West Porter Way option	6.68	Category I: 1.18 Category II: 4.97 Category III: 0.54	11.38	600	4.3	-
	99-East	7.33	Category I: 1.02 Category II: 6.01 Category III: 0.30	10.95	600	4.3	-
	99-East Porter Way option	7.75	Category I: 1.09 Category II: 6.37 Category III: 0.30	11.13	700	4.7	-
Fife	Pacific Highway	2.24	Category II: 0.01 Category III: 0.97 Category IV: 1.26	3.76	450	0.2	-
	Pacific Highway with 54th Avenue Option	2.04	Category II: 0.01 Category III: 0.77 Category IV: 1.26	3.70	350	0.2	-
	Pacific Highway with 54th Span Option	2.29	Category II: 0.01 Category III: 0.87 Category IV: 1.26	3.90	350	0.2	-
	Pacific Highway Median	2.24	Category II: 0.01 Category III: 0.97	3.76	450	0.2	-

			Category IV: 1.26				
	Pacific Highway Median with 54th Avenue Option	2.04	Category II: 0.01 Category III: 0.77 Category IV: 1.26	3.70	350	0.2	-
	Pacific Highway-Median with 54th Span Option	2.29	Category II: 0.01 Category III: 1.02 Category IV: 1.26	3.90	350	0.2	-
	I-5	3.16	Category II: 0.07 Category III: 1.82 Category IV: 1.26	3.38	350	0.2	-
	I-5 with 54th Avenue Option	2.96	Category II: 0.07 Category III: 1.63 Category IV: 1.26	3.28	250	0.2	-
	I-5 with 54th Span Option	3.2	Category II: 0.07 Category III: 1.87 Category IV: 1.26	3.48	250	0.2	-
Tacoma	25th Street West	<0.01	Category III: <0.01	0.05	-	0.1	0.4
	25th Street East	<0.01	Category III: <0.01	0.05	-	0.1	0.4
	Close to Sounder	<0.01	Category III: <0.01	0.05	-	0.1	0.4
	26th Street	<0.01	Category III: <0.01	0.05	-	0.1	0.4

Section 401 Water Quality Certification and Coastal Zone Management

All activities requiring authorization by the U.S. Army Corps of Engineers, will require a section 401 Water Quality Certification and Coastal Zone Management review. Depending on the permit pathway the Corps decides to take, an individual Water Quality Certification may be required by Ecology on all work not on tribal trust land. For work on tribal trust land, reach out to the Puyallup Tribe of Indians. For any wetlands over which the U.S. Army Corps of Engineers does not take jurisdiction, contact Ecology to determine compliance with the provisions of RCW 90.48.

The preferred mitigation sequencing is avoidance, minimization, and then compensatory mitigation for any unavoidable wetland impacts associated with a project. Please follow the mitigation sequence by practicing avoidance of wetland impacts to the maximum extent practicable. Then, demonstrate why avoidance and minimization was not possible to justify the proposed impacts and its compensatory mitigation. Ecology understands that other factors, like cultural resources, are considered when choosing the preferred alternative. These other factors should be included in demonstrating why certain wetland impacts could not be avoided. Compensatory mitigation should follow the mitigation guidance described in Wetland Mitigation in Washington State: Part 1 - Agency Policies and Guidance. This guidance indicates that in-lieu fee is preferred over permittee-responsible mitigation, such as the King County mitigation reserves program.

Shoreline Permitting

Multiple sections of this project appear to fall under shoreline jurisdiction. Shorelines of the state include upland areas (shorelands) that extend 200 feet landward from the edge of these waters and any associated wetlands. Wetlands are associated and regulated through the Shoreline Mater Program if the wetland is either fully or partially within the 200 feet of the ordinary high water mark, the wetland is in a floodplain of the shoreline, or the wetland is associated through hydraulic continuity.

- South Federal Way Segment (Pierce County portion only) – All alternatives appear to be within the following shoreline jurisdictions: Pierce County at the Hylebos Crossing (note this is also in the City of Fife's urban growth area) and City of Milton at Hylebos Creek along I-5 (north of 70th Avenue to where the creek crosses under I-5).

- Fife Segment – All alternatives do not appear to fall within any shoreline jurisdiction

- Tacoma Dome Segment – All alternatives are *potentially* within the following shoreline jurisdictions: City of Tacoma, City of Fife, Puyallup Tribe of Indians at the Puyallup River crossing.

Please coordinate with the local jurisdiction to ensure compliance with their Shoreline Master Programs and to obtain all the necessary local permits.

Solid Waste Management

All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from your local jurisdictional health department prior to filling. All removed debris resulting from this project must be disposed of at an approved site. Contact the local jurisdictional health department or Ecology for proper management of these materials.

Thank you for considering these comments from Ecology. If you have any questions or would like to discuss these comments, please contact me at (425) 681-6236 or by email at meg.bommarito@ecy.wa.gov.

Sincerely,

Meg Bommarito
Regional Planner

Sent by email: Elma Borbe, tdlinkdeis@soundtransit.org

ecc: Doug Gresham, Ecology
Brook Swensen, Ecology
Meg Bommarito, Ecology
Derek Rockett, Ecology

Washington State Department of Transportation

Regional Transit Coordination Division
C/O Sound Transit Union Station
401 South Jackson Street
Seattle, WA 98104
206-464-1220 / FAX: 206-464-1189
TTY: 1-800-833-6388
www.wsdot.wa.gov

February 10th, 2025

Sound Transit, TDLE Project
c/o Erin Green, South Corridor Environmental Manager
401 S. Jackson St., Seattle, WA 98104

RE: Tacoma Dome Link Extension, Draft Environmental Impact Statement Review

The Washington State Department of Transportation (WSDOT) is pleased to provide comments on the Draft Environmental Impact Statement (DEIS) for the Tacoma Dome Link Extension (TDLE) Project. This project aligns with WSDOT's vision of providing a sustainable and integrated multimodal transportation system.

Some key priorities from the comments attached are listed below:

1. WSDOT is highly concerned about the implications of the Close to Sounder station alternative related to the quality and operations of the Amtrak Cascades service, including Federal Railroad Administration obligations. The Tacoma Dome station was designed with significant community input, and its potential destruction would likely affect the trust and sense of community pride built during that process. As such, WSDOT is requesting that Sound Transit further develop very clear mitigation strategies for the Close to Sounder option, addressing both ongoing Amtrak Cascades operations during construction and plans for replacement of the station, in consultation with the WSDOT Rail, Freight, and Ports division prior to confirming or modifying the preferred alternative for the Tacoma Segment.
2. The WSDOT SR 167 Completion Project and associated Hylebos Riparian Restoration Program (RRP) should be significantly discussed as there is substantial overlap with this proposal. The western segment of SR 167 between SR 509 and I-5 (Stage 1b) is scheduled to be open to traffic in 2026 and may need to be reflected in the project's Record of Decision (ROD). Some of the Hylebos RRP mitigation site properties will be transferred to the Puyallup Tribe of Indians (PTOI) by mid-2028. Appropriate mitigation for TDLE project impacts to the Hylebos RRP will require explanation in the project's ROD and coordination with both WSDOT and the PTOI.
3. Language regarding parking facilities originally planned as a part of this project will require refinement as the types of facilities, specific locations, and timing are all uncertain at the time of this DEIS. WSDOT should be engaged prior to developing mitigation strategies if there are proposed impacts to WSDOT property and impacts to traffic volumes. WSDOT policy documents should be used for any traffic analysis of WSDOT facilities. WSDOT looks forward to reviewing the files produced from traffic analysis programs in support of TDLE project development.
4. WSDOT complies with the Washington State Department of Ecology's (Ecology) stormwater guidance and expects that Sound Transit's project will follow Ecology's July

Washington State Department of Transportation

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2024 Stormwater Manual for Western Washington (or other manual determined to be equivalent to by Ecology) when designing any project elements on WSDOT property.

5. The Compatibility Report for this project is still outstanding. This report helps ensure that Sound Transit's plans on WSDOT property are compatible with WSDOT's existing assets and do not restrict WSDOT's future interests. The report is a documented understanding between the agencies to ensure each has the space needed to build and maintain their respective transportation systems. Additionally, WSDOT uses this report to coordinate with the Federal Highway Administration (FHWA).

Please contact Jessica Giblin, WSDOT Regional Transit Coordination Division (RTCD) environmental liaison, with any questions regarding this letter or the attached comments.

WSDOT appreciates the opportunity to comment and looks forward to continuing our collaboration with Sound Transit.

Sincerely,

Cordelia Crockett

Cordelia Crockett, WSDOT RTCD Director
cordelia.crockett@wsdot.wa.gov

Enclosures – Comment sheet and graphics (one PDF)

cc: Jessica Giblin, WSDOT/Sound Transit Environmental Liaison Jessica.Giblin@wsdot.wa.gov
Zak Grffith, WSDOT RTCD Project Engineer Zak.Griffith@wsdot.wa.gov

Sound Transit's Tacoma Dome Link Extension Project - Draft EIS Review

WSDOT comments. Contact Jessica Giblin - jessica.giblin@wsdot.wa.gov

#	DEIS Chapter	Page	Figure/Table	Comment	Reviewer
1	4.8.3.3	4.8-21		If you can demonstrate the potential impact by numbers, please provide quantitative information.	Kyungseop Shin- WSDOT NWR Hydraulics
2		4.9-24,35	4.9-2, 4.9-5	In notes or table, call out any stream/buffer impacts to the WSDOT 167 riparian restoration site.	Victoria Book - WSDOT OLY Environmental
3	4.9.3.2	4.9-32,33		Include any impacts to the WSDOT 167 riparian restoration site within the wetlands discussion.	Victoria Book - WSDOT OLY Environmental
4	3	3-12		There are not bike lanes on SR 161. Some spots include a shoulder that accommodates bicycles, but it is not a bike facility.	Jennifer Nyerick, WSDOT NWR Traffic
5	3	3-45		Roundabout design for the WSDOT Triangle Project would include pedestrian facilities. How is station accessibility expected to be reduced by their presence?	Jennifer Nyerick, WSDOT NWR Traffic
6	4	4.17-3		"*TDLE would make no physical changes to any existing park or recreational resource. However, with some alternatives, some elevated track and columns would be located adjacent to or in open space and natural areas. Elevated track and columns would add a new visual element and columns would create a physical obstruction on some portion of the property*". These new columns could have physical impacts and would be permanently incorporated into the transportation facility. Constructing these would require some ground disturbance which is considered a physical impact if in the boundaries of any park. If these impacts are outside the boundaries of the park, please specify this next to "open space and natural areas".	Kerri Wheeler, WSDOT HQ NEPA/SEPA
7	3	3-7		Section 3.1.3.2 - Amtrak Cascades runs six daily trips, not four. https://www.amtrakcascades.com/about	Roger Baugh, WSDOT OLY Planning
8	3	3-25		Section 3.3.1.2 discusses temporarily moving the train boarding area. The 350 feet noted is approximately the distance from the current Amtrak and Sounder stations to D Street and is realistic for the temporary station shift under the Close to Sounder alternative. The boarding area may not shift by the same distance, depending on where the trains would actually stop during construction and if they would be allowed to block D Street during boarding.	Roger Baugh, WSDOT OLY Planning
9	3	3-40 to 3-43		Section 3.4.2 notes intersections which would require mitigation. For WSDOT intersections, change in intersection configuration or control would require an Intersection Control Evaluation (ICE) be completed. It is possible that the ICE process may result in mitigation which is not discussed in the DEIS.	Roger Baugh, WSDOT OLY Planning
10	4.2	4.2-8		"*Future growth, which is expected to gain 127,000*". Revise to "future growth, which is expected to result in the gain of 127,000".	Roger Baugh, WSDOT OLY Planning
11	4.3			In the discussions of the two bridge type alternatives across the Puyallup River, cost is not described. A cost-benefit analysis would be a helpful tool to add here.	Roger Baugh, WSDOT OLY Planning
12	4.3	4.3-14		The first bullet concerning fish habitat notes fishing rights for both the Puyallup (PTOI) and the Muckleshoot tribes (MIT), then the PTOI is discussed throughout. Consider explaining why the MIT is not discussed again in this chapter.	Roger Baugh, WSDOT OLY Planning
13	Executive Summary	ES-30		The Executive Summary states that the Close to Sounder option would require temporarily relocating the Amtrak and Sounder stations to the west end of Freighthouse Square. Is this referring to where the tea house is currently? How will this be converted into a station? Would it be a joint Sounder/Amtrak station?	Lora Foster, WSDOT Rail, Freight, & Ports
14	Executive Summary	ES-32	Table ES-5	For the potential street closures, it would be helpful for WSDOT to know what sections of E 25th St will be closed for each project, specifically so we can identify which would require closure in front of the Amtrak station.	Lora Foster, WSDOT Rail, Freight, & Ports
15	Executive Summary	ES-45	Table ES-6	Do the cost estimates for the Close to Sounder option include costs to repay the Federal Railroad Administration for federal funds used in the construction of the Tacoma Dome Station?	Lora Foster, WSDOT Rail, Freight, & Ports
16	Alternatives Considered	2-28	Figure 2-31	States "Sounder/Amtrak" on the Portland Ave Span Station Option; however, it is not clear that it is identifying the *tracks* that Sounder/Amtrak use, rather than a station or other facility.	Lora Foster, WSDOT Rail, Freight, & Ports
17	Alternatives Considered	2-31		Paragraph 2 states that Freighthouse Square (FHS) west and east of the Amtrak station would be demolished; however, in ES-30 it states that the Amtrak and Sounder stations would be temporarily relocated to the west end of FHS. How are the stations to be relocated to the west end of FHS if it is to be demolished?	Lora Foster, WSDOT Rail, Freight, & Ports

18	Alternatives Considered	2-47		Paragraph 2 of 2.5.5, which addresses the construction approach for the Tacoma Close to Sounder station, should mention the need to establish a temporary Amtrak/Sounder station during construction.	Paul Krueger, WSDOT Rail, Freight, & Ports
19	Transportation Environment	3-11		Tacoma Rail no longer owns or operates the Mountain Division. The part of the Mountain Division within the study area may be out of service.	Paul Krueger, WSDOT Rail, Freight, & Ports
20	Transportation Environment	3-25		The second paragraph of Section 3.3.1.2 states that Amtrak and Sounder stations would need to be demolished and temporarily relocated to 350 feet west of the current station location. Can Sound Transit clarify what this means? Page 2-31 states that the FHS building west of the Amtrak station would be demolished. Would the west end of FHS be demolished then built into a temporary shared station? Would the current west end of FHS (the tea shop) be used as a temporary shared station? Would the platform 350 feet west of the current Amtrak station be used for boarding/deboarding while the temporary station is located elsewhere?	Lora Foster, WSDOT Rail, Freight, & Ports
21	Transportation Environment	3-49		How will Amtrak and Sounder passengers access the second platform at Tacoma Dome Station while the East D Street pedestrian crossing is closed during construction?	Lora Foster, WSDOT Rail, Freight, & Ports
22	Transportation Environment	3-49		How might construction affect non-motorized access to the Sounder/Amtrak station, especially for the temporary station that would be used if the Tacoma Close to Sounder station is constructed?	Paul Krueger, WSDOT Rail, Freight, & Ports
23	Affected Environment	4.2-9		Might construction of the Tacoma Close to Sounder station require a temporary easement or land acquisition to provide a temporary Amtrak/Sounder station? If so, this should be mentioned.	Paul Krueger, WSDOT Rail, Freight, & Ports
24	Affected Environment	4.3-7		The discussion about the Tacoma Close to Sounder Alternative states that Freighthouse Square accounts for about 30 business displacements. Later in the document, it says it would displace 31 businesses in the building. Please verify this number.	Paul Krueger, WSDOT Rail, Freight, & Ports
25	Affected Environment	4.4-17		Paragraph 3 states that the Close to Sounder option would displace 31 businesses; however, this report has previously stated multiple times that the Close to Sounder option would displace 43 businesses. Should clarify that the 31 businesses are just for Freighthouse Square.	Lora Foster, WSDOT Rail, Freight, & Ports
26	Affected Environment	4.4-20		ES-32 indicates that all of the Tacoma station location options, including Close to Sounder, would require closure of East 25th Street; however, the first paragraph of 4.4-20 indicates that the Close to Sounder option would avoid the full closure of East 25th Street. Requesting that Sound Transit clarify.	Lora Foster, WSDOT Rail, Freight, & Ports
27	Affected Environment	4.12-7		The location description for the Amtrak station relocations site is the same as the description of the Freighthouse Square site, where the current station is located. Is this correct? If so, some more specific information about the location of these two sites within these common boundaries would be helpful.	Paul Krueger, WSDOT Rail, Freight, & Ports
28	Cumulative Impacts	5-5		Please also mention WSDOT's planning for increasing Amtrak Cascades service. The Preliminary Service Development Plan released last June includes up to 16 roundtrips serving Tacoma. The last State Rail Plan (2020) included up to 13 roundtrips. *https://wsdot.wa.gov/sites/default/files/2024-06/Amtrak-Cascades-2024-Preliminary-Service-Development-Plan.pdf*	Paul Krueger, WSDOT Rail, Freight, & Ports
29	Station Area Planning Report - Part 2	81 and 82		It appears the location of the Amtrak station may be misidentified on the maps, unless these drawings are attempting to show a location where the Amtrak station would be relocated to?	Lora Foster, WSDOT Rail, Freight, & Ports
30	Present and Reasonably Foreseeable Actions	G-11		The Amtrak Cascades Preliminary Service Development Plan was completed in June 2024 and includes up to 16 daily roundtrips serving Tacoma. WSDOT is continuing this planning work with a detailed Service Development Plan funded by the Federal Railroad Administration's Corridor Identification and Development Program. Please update line 57 in Table G-1 accordingly.	Paul Krueger, WSDOT Rail, Freight, & Ports
31	Executive Summary	ES-12	Figure ES-4	Show SR 167 extension here and on other Executive Summary maps	Aaron Fieser, WSDOT SR 167 Completion Project
32	Executive Summary	ES-13	Figure ES-4	Add labels for Hylebos Creek	Aaron Fieser, WSDOT SR 167 Completion Project
33	Executive Summary	ES-14	Figure ES-4	[In reference to the "Public Parks and Open Space" category on the legend] Would SR 167 Stage 1b and Stage 2 mitigation sites fall in this category once constructed and need to be shown on map?	Aaron Fieser, WSDOT SR 167 Completion Project
34	Executive Summary	ES-15, ES-20	Tables ES-2, ES-3	Under Ecosystem Resources, include a row for impacts to Hylebos Riparian Restoration Program (RRP) Mitigation Site.	Vivian Erickson, WSDOT SR 167 Completion Project
35	Executive Summary	ES-16		[Last paragraph] Include discussion on how the alternatives impact the Hylebos RRP Mitigation Site and how impacts to the RRP would be permitted/approved with consideration of performance requirements and deed restrictions that will be in place.	Vivian Erickson, WSDOT SR 167 Completion Project

36	Executive Summary	ES-18	Figure ES-6	[See attached marked up figure] What alternatives were considered to avoid impacts to WSDOT's Hylebos RRP Mitigation Site?	Vivian Erickson, WSDOT SR 167 Completion Project
37	Executive Summary	ES-18	Figure ES-6	[See attached marked up figure] Consider shifting the Fife/South Federal Way Segment line here to be closer to the eastern extent of the Fife city boundary and to include WSDOT's Hylebos RRP Mitigation Site impacts analysis within the Fife segment of the DEIS discussion. This is a confusing area as this section of SR 99 is unincorporated Pierce County (Fife limits are from east side of SR 99).	Vivian Erickson, WSDOT SR 167 Completion Project
38	Executive Summary	ES-22		See prior comment on Figure ES-6 regarding location of segment line. Impacts to Hylebos Creek would be more appropriately discussed in the Fife Segment of the DEIS.	Vivian Erickson, WSDOT SR 167 Completion Project
39	Executive Summary	ES-22		Global: The footprint is proposed through WSDOT's Hylebos RRP Mitigation Sites, which are sites protected in perpetuity. The alternatives analysis and discussion needs to include how impacts to Hylebos RRP were avoided/minimized to the extent feasible and how the project proposes to obtain approvals and mitigate for impacts to the RRP (if approved). The RRP will have site protection covenants/deed restrictions/easements in place, as required by Federal/State/and PTOI permits. Transfers of ownership to PTOI may be completed in 2028 for portions of RRP within the proposed TDLE footprint. See GCB-3437 Intergovernmental Agreement between WSDOT and the Puyallup Tribe of Indians: https://ftp.wsdot.wa.gov/contracts/9540-I-5toSR509NewExpressway/ConformedRFP/Appendices/I/I5/I5-GCB3437-IGA-btwn-WSDOT-PTOI.pdf Additionally, of the two Middle Hylebos and Lower Hylebos South sites, only the Lower Hylebos South site will get transferred to the tribe.	Aaron Fieser, WSDOT SR 167 Completion Project
40	Executive Summary	ES-24	Figure ES-7	Recommend shifting the Fife/South Federal Way Segment line to be closer to the eastern extent of the Fife city boundary and to include WSDOT's Hylebos RRP Mitigation Site impacts analysis within the Fife segment of the DEIS discussion.	Vivian Erickson, WSDOT SR 167 Completion Project
41	Executive Summary	ES-36		[Under Ecosystems paragraph] See prior comment regarding avoidance, minimization, and mitigation for impacts to Hylebos RRP.	Vivian Erickson, WSDOT SR 167 Completion Project
42	Executive Summary	ES-36		[Under Water Resources paragraph] See WSDOT's SR 167 Stage 1b CLOMR with planned revisions to FEMA maps near the Federal Way/Fife segment area.	Aaron Fieser, WSDOT SR 167 Completion Project
43	Executive Summary	ES-37		[Under Historic and Archaeological Resources] If needed, WSDOT may be able to share information of the resources found during the SR 167 Stage 1b Project and proximity to planned alignments.	Aaron Fieser, WSDOT SR 167 Completion Project
44	Executive Summary	ES-38		Any temporary or permanent impacts to Hylebos RRP will need to be avoided or fully mitigated, if approved, but flagging in case RRP impacts need to be discussed in these bullets.	Vivian Erickson, WSDOT SR 167 Completion Project
45	Executive Summary	ES-43		[In the ES.8 Areas of Controversy and Issues to Be Resolved bulleted list] Suggest adding bullet on "Coordination with WSDOT, PTOI, and Regulatory Agencies on Location/Impacts to Hylebos RRP Mitigation Site".	Vivian Erickson, WSDOT SR 167 Completion Project
46	Executive Summary	ES-43		[In the "Location of Guideway within WSDOT Right-of-Way" section] "Portions of some of the alternatives in the Federal Way, South Federal Way, and Fife segments are anticipated to be within WSDOT right-of-way along I-5." Add ", SR 99, and SR 167" at the end after "I-5." Add "and Hylebos RRP Mitigation Sites" after "Location of Guideway within WSDOT Right-of-Way" or consider adding separate bullet.	Aaron Fieser, Vivian Erickson, WSDOT SR 167 Completion Project
47	3. Transportation Environment and Consequences	3-9		[In the Fife Segment section] The south leg of the existing 70th Avenue E and SR 99 was relocated to the Wapato Way E/SR 99 roundabout. But the north leg still remains at the 70th Avenue E/SR 99. These two intersections should be analyzed and documented separately.	Te Ma, WSDOT SR 167 Completion Project
48	3. Transportation Environment and Consequences	3-10	Table 3-5	[For #25] The AM should be modeled.	Te Ma, WSDOT SR 167 Completion Project
49	4. Affected Environment and Environmental Consequences	4.1-6		[First paragraph, last sentence about easements] Portion of Hylebos RRP (Lower Hylebos South) where TDLE would impact will be conveyed to PTOI. Consider whether discussion on easement within mitigations sites (if allowed) should be included here.	Vivian Erickson, WSDOT SR 167 Completion Project

50	4. Affected Environment and Environmental Consequences	4.8-7	Table 4.8-1	Note recent determinations by WDFW that Fife Ditch is non-fish bearing.	Vivian Erickson, WSDOT SR 167 Completion Project
51	4. Affected Environment and Environmental Consequences	4.8-8		[Under 4.8.2.2 Floodplains and Floodways section] Add mention of pending LOMR for Flood Insurance Rate Maps associated with Hylebos Creek between Porter Way and 4th Street E. as result of SR 167 Completion Project construction, which reflect updates to current streamflow conditions in addition to SR 167 Project effects on existing Zone AE floodplain areas.	Mark Ewbank, WSDOT SR 167 Completion Project
52	4. Affected Environment and Environmental Consequences	4.8-14		[At the end of the Sea Level Rise section] Add more here regarding City of Fife's Sea Level Rise Vulnerability Assessment and Adaptation Plan and what it forecasts for effects in various streams. WSDOT project team reviewed the final draft in fall 2024, so it should be final soon.	Mark Ewbank, WSDOT SR 167 Completion Project
53	4. Affected Environment and Environmental Consequences	4.8-18		Global comment: DEIS and Ecosystems Technical Report is missing discussion of impacts to Hylebos RRP Mitigation Sites, which are permitted mitigation sites with site protection mechanisms to be recorded on deeds.	Vivian Erickson, WSDOT SR 167 Completion Project
54	4. Affected Environment and Environmental Consequences	4.8-24		[For bulleted list "Strategies to minimize these impacts may include:"] What are the strategies to avoid/minimize impacts to Hylebos RRP?	Vivian Erickson, WSDOT SR 167 Completion Project
55	4. Affected Environment and Environmental Consequences	4.8-28		[Second paragraph under 4.8.4.3 South Federal Way Segment section] Either here or in Section 4.9 (ecosystems), discussion is needed on impacts to Hylebos RRP and mitigation, if impacts to RRP are approved by required entities.	Vivian Erickson, WSDOT SR 167 Completion Project
56	4. Affected Environment and Environmental Consequences	4.9-1		Update "Affected Environment" section and Ecosystems Technical Report to reflect habitat improvements that have occurred within WSDOT's Hylebos RRP. Existing conditions of the RRP from the west side of I-5 to north of SR 99 have changed and are no longer characterized accurately in the DEIS.	Vivian Erickson, WSDOT SR 167 Completion Project
57	4. Affected Environment and Environmental Consequences	4.9-7	Figure 4.9-4	Show Hylebos RRP Mitigation Sites boundary layer on ecosystem figures.	Vivian Erickson, WSDOT SR 167 Completion Project
58	4. Affected Environment and Environmental Consequences	4.9-12		[Second to last and Last paragraphs] These paragraphs overlook habitat improvement occurring now via WSDOT's Hylebos RRP construction (along both Hylebos Creek and Surprise Lake Tributary) and therefore incorrectly characterizes the existing condition from the west side of I-5 to north of SR 99.	Mark Ewbank, WSDOT SR 167 Completion Project
59	4. Affected Environment and Environmental Consequences	4.9-13		[Last paragraph] PTOI staff have recently observed Chinook salmon in the reach near Freeman Road East south of the Union Pacific Railroad. See WSDOT memo (Table 47): https://ftp.wsdot.wa.gov/contracts/XE3431-I-5toSR161NewExpresswayProject/RFP/ScheduleB/Appendices/E/E03/E03-Wet-Delin3-Stg2.pdf	Vivian Erickson, WSDOT SR 167 Completion Project
60	4. Affected Environment and Environmental Consequences	4.9-16		[Wetland Section] Add discussion of wetland restoration work undertaken to-date and planned within the Hylebos RRP.	Vivian Erickson, WSDOT SR 167 Completion Project; Victoria Book - WSDOT Olympic Region Environmental
61	4. Affected Environment and Environmental Consequences	4.9-17		[Bullet point "Wapato Creek (steelhead; critical habitat for steelhead)"] See prior comment and consider adding Chinook salmon for Wapato Creek.	Vivian Erickson, WSDOT SR 167 Completion Project
62	4. Affected Environment and Environmental Consequences	4.9-20		[Regarding PTOI jurisdiction in the first paragraph] Some Hylebos RRP sites will be conveyed to the PTOI, including sites overlapping with TDLE footprint. See GCB-3437 Intergovernmental Agreement between WSDOT and the Puyallup Tribe of Indians: https://ftp.wsdot.wa.gov/contracts/9540-I-5toSR509NewExpressway/ConformedRFP/Appendices/I/I5/I5-GCB3437-IGA-btwn-WSDOT-PTOI.pdf	Vivian Erickson, WSDOT SR 167 Completion Project
63	4. Affected Environment and Environmental Consequences	4.9-20		[Environmental Impacts section] Add discussion on total avoidance of impacts or impacts proposed related to Hylebos RRP sites and how those would be approved.	Vivian Erickson, WSDOT SR 167 Completion Project

64	4. Affected Environment and Environmental Consequences	4.9-20		Update "Environmental Impacts" section and Ecosystems Technical Report to reflect habitat improvements that have occurred within WSDOT's Hylebos RRP. Affected environment of the RRP from the west side of I-5 to north of SR 99 have changed and are no longer characterized accurately.	Vivian Erickson, WSDOT SR 167 Completion Project
65	4. Affected Environment and Environmental Consequences	4.9-21		Ecosystems Technical Report does not reflect recent work to construct Hylebos RRP. Description of existing habitat conditions and functions should be updated in the Technical Report.	Vivian Erickson, WSDOT SR 167 Completion Project
66	4. Affected Environment and Environmental Consequences	4.9-48		[4.9.4 Potential Mitigation Measures section] If proceeding with alternative that is proposing impacts to Hylebos RRP Mitigation Site, include discussion on how impacts to the RRP would be mitigated and permitted/approved with consideration of performance requirements and deed restrictions that will be in place.	Vivian Erickson, WSDOT SR 167 Completion Project; Victoria Book - WSDOT Olympic Region Environmental
67	4. Affected Environment and Environmental Consequences	4.12-3	Figure 4.12-1	Confirm if USG Highway 99 should be shown as "impacted by all" alternatives and how that would be approved.	Vivian Erickson, WSDOT SR 167 Completion Project
68	4. Affected Environment and Environmental Consequences	4.12-7		[USG Highway 99 section] Please confirm if USG Site is located in South Federal Way Segment or Fife Segment. Please update based on WSDOT's most recent reports on clean-up activities.	Vivian Erickson, WSDOT SR 167 Completion Project
69	4. Affected Environment and Environmental Consequences	4.12-9		[USG Highway 99 site section] Add discussion about potential impacts to recent clean-up activities/cap on this site.	Vivian Erickson, WSDOT SR 167 Completion Project
70	DEIS	pg ii		FTA contact has Erin Littauer listed. Erin Littauer is no longer in this role so please update with the new contact information. (Same comment in Executive Summary Page ii)	Jessica Giblin, WSDOT Regional Transit Coordination Division
71	DEIS	pg ii		The community engagement contact listed here for the project is Artie Nelson. But when you Google The Tacoma Dome Link Extension webpage it lists Sagar Ramachandra as the lead contact. Should these match? (Same comment in Executive Summary page ii)	Jessica Giblin, WSDOT Regional Transit Coordination Division
72	DEIS	pg vi		"The FTA will then issue a ROD…". The FHWA will issue a ROD as well. (Same comment in Executive Summary pg ES-13 and pg ES-35)	Jessica Giblin, WSDOT Regional Transit Coordination Division
73	Executive Summary	cover pg		"*In July 2019, the Sound Transit Board identified the alternatives for study in the Draft EIS, including preferred alternatives for the majority of the Tacoma Dome Link Extension. In March 2023, the Sound Transit Board identified additional alternatives for stud*y." Should a sentence be added to summarize why there was a pause from 2019-2023? Example, here's what's used in the Executive Summary Pg ES-8: "*Through the progression of design and environmental review, Sound Transit identified the need to study additional alignment alternatives from near the South Federal Way Station through Milton to avoid known cultural resources adjacent to I-5.. .*"	Jessica Giblin, WSDOT Regional Transit Coordination Division
74	Executive Summary	Pg ES-1		"*Sound Transit and FTA completed environmental review for OMF South with publication of the Final NEPA/SEPA EIS in June 2024, and issuance of FTA's Record of Decision (ROD) in August 2024* ." FHWA issued a ROD as well, https://www.soundtransit.org/sites/default/files/documents/omf-south-record-of-decision-fhwa-202409.pdf	Jessica Giblin, WSDOT Regional Transit Coordination Division
75	Executive Summary	ES.3.2 Build Alternatives		"*Parking facilities with approximately 500 stalls each at the stations in South Federal Way and Fife, in either surface or garage park-and-ride configurations* ." Suggest adding clarifying language that the station locations are undecided. Example, 'at the chosen station locations'.	Jessica Giblin, WSDOT Regional Transit Coordination Division
76	Executive Summary		Figures ES-4 and ES-5	Should it be clarified that the Federal Way segment was already approved under the OMF S project? Section ES.3.2.1 describes this, but it doesn't seem reflected in the graphics. (comment throughout document, other chapters do this as well – explain that OMF S is a 'go' but the graphics make it seem like it's still up for debate.	Jessica Giblin, WSDOT Regional Transit Coordination Division

77	Executive Summary	Pg ES-35		WSDOT major regional transportation projects list. Please update as this link was last checked in 2020 and is now outdated. a. For example, the I-5 SR 161/SR 18 Triangle Project is shelved. https://wsdot.wa.gov/construction-planning/search-projects/i-5-sr-161-sr-18-triangle-interchange-vicinity-improvements b. here's the new STIP website: https://wsdot.wa.gov/business-wsdot/support-local-programs/delivering-your-project/statewide-transportation-improvement-program-stip	Jessica Giblin, WSDOT Regional Transit Coordination Division
78	Executive Summary	pg ES-37		Should permanent or temporary impacts to the WSDOT SR 167 Project's Riparian Restoration Program be added here? a. https://wsdot.wa.gov/construction-planning/search-projects/sr-167-completion-project b. https://wsdot.wa.gov/construction-planning/major-projects/puget-sound-gateway-program	Jessica Giblin, WSDOT Regional Transit Coordination Division
79	Executive Summary	pg ES-38		The Amtrak station is owned by WSDOT and was constructed with federal funds from the Federal Railroad Administration (FRA). The Tacoma segment's 'Close to Sounder' could result in demolition of this facility, which would be a permanent change.	Jessica Giblin, WSDOT Regional Transit Coordination Division
80	Executive Summary	pg ES-43		"*A project baseline budget is typically established at approximately 60% design (depending on the delivery method)…*". Should it be clarified that the delivery method is still unknown.	Jessica Giblin, WSDOT Regional Transit Coordination Division
81	Cumulative Impacts	pg 5-8		FWLE project is noted under parking (and then multiple times throughout this section). Should it be added that this is a Sound Transit project and to define FWLE the first time in this chapter?	Jessica Giblin, WSDOT Regional Transit Coordination Division
82	Cumulative Impacts	pg 5-8		The COFW CCA Project is discussed, but timing for that project is unclear as there is no construction funding. https://www.federalwaywa.gov/page/city-center-access-project	Jessica Giblin, WSDOT Regional Transit Coordination Division
83	Cumulative Impacts	pg 5-8		"*The SR 167 Completion Project is being constructed within the project vicinity in Fife and could displace some of the same properties as any of the build alternatives.*" This project should be done with construction by 2030, so the impacts should be known by now.	Jessica Giblin, WSDOT Regional Transit Coordination Division
84	Cumulative Impacts	pg 5-12		"*There are some reasonably foreseeable actions that have the potential to result in benefits rather than adverse effects on the environment. For example, WSDOT and WDFW are working cooperatively to inventory and assess fish passage barriers on WSDOT facilities statewide. This inventory is part of a court-mandated comprehensive state program to address culverts blocking fish passage. Culvert replacement and retrofitting projects through that program may improve fish access to streams over time within the study area. Sound Transit is coordinating its light rail facility design with WSDOT to avoid conflicts with future culvert replacement projects*." The project avoiding WSDOT's culverts is not a benefit on the environment. This discussion should be removed from this section.	Jessica Giblin, WSDOT Regional Transit Coordination Division
85	Alternatives considered	pg 2-9 and 2-13		(and other locations throughout document)– Should it be explained that OMF S was broken off from TDLE because the OMF S site must be up and running in advance of TDLE to support the expansion? The reasoning is not made clear.	Jessica Giblin, WSDOT Regional Transit Coordination Division
86	Affected Environment	pg 4.1-2		"*In accordance with 23 CFR 810 Part C, Making Highway Right-of-Way Available for Mass Transit Projects, Sound Transit must apply to WSDOT to use the right-of-way on I-5*." Should SR 99 be added to this?	Jessica Giblin, WSDOT Regional Transit Coordination Division
87	Affected Environment	pg 4.3-2		"SR 167 Completion Project, whish is planned to be completed by 2028". https://wsdot.wa.gov/construction-planning/search-projects/sr-167-completion-project it is now 2030.	Jessica Giblin, WSDOT Regional Transit Coordination Division
88	Affected Environment	pg 4.5-1 – 4.5		Visual and Aesthetic Resources - References WSDOT 2019 visual analysis guidelines. The WSDOT environmental manual was updated since then, https://wsdot.wa.gov/publications/manuals/fulltext/m31-11/459.pdf	Jessica Giblin, WSDOT Regional Transit Coordination Division
89	Affected Environment	pg 4.5-29		"*Sound Transit would prepare a roadside master plan…*" For other ST projects, WSDOT has received a Roadside Restoration Expectations Letter, a Tree Mitigation summary, and/or an RCA memorandum. What is triggering a roadside master plan instead of the other documents noted in this comment?	Jessica Giblin, WSDOT Regional Transit Coordination Division
80	Affected Environment	pg 4.8-14		The now expired ST/DOE MOU (2019) is referenced here. Point 8 of the MOU says, "This MOU will remain in effect until August 1, 2024". Ecology issued updated guidance in July 2024, where Ecology has identified Light Rail Guideways (both elevated and non-elevated) as PGIS. And as such, have been identified as a site type that requires metals treatment. This section should be updated to reflect this change. https://apps.ecology.wa.gov/publications/documents/2410013.pdf	Jessica Giblin, WSDOT Regional Transit Coordination Division

91	Affected Environment	pg 4.8-20		"*Stormwater runoff from normal light rail operation on guideway structures and trackway has a low risk of carrying additional pollutants to the aquifer because these surfaces are classified as non-pollution generating*." From Ecology's July 2024 stormwater manual for Western Washington: Light Rail Guideways as PGIS: The manual has been updated to identify Light Rail guideways (both elevated and non-elevated) as a pollution generating impervious surface. Light Rail guideways are also identified as a site type that requires metals treatment.	Jessica Giblin, WSDOT Regional Transit Coordination Division
92	Affected Environment	pg 4.9-31		"*Where they cross West Fork Hylebos Creek and Hylebos Creek (both of which are documented salmon-bearing streams), all South Federal Way Segment alternatives would permanently reduce forested habitat in the streams' riparian buffers. These impacts could affect the future riparian restoration areas along Hylebos Creek for the SR 167 Completion Project planned by WSDOT (see Chapter 5, Cumulative Impacts). Construction within 200 feet of Hylebos Creek would require permanent vegetation removal within the shoreline jurisdiction*." What will mitigation for these impacts look like?	Jessica Giblin, WSDOT Regional Transit Coordination Division

Sound Transit's Tacoma Dome Link Extension Project - DEIS Review, Appendices

WSDOT Comments. Contact Jessica Giblin - jessica.giblin@wsdot.wa.gov

#	Appendix	Page	Figure/Table	Comment	Reviewer
1	H5	2	Section 2.1.3	The revised WSDOT Hydraulic Manual was released in 2024. Please used most up to date manuals.	Kyungseop Shin, WSDOT NWR Hydraulics
2	Appendix J1	J1-256		Chapter 3-45 notes that sidewalk would be built along SR 99 in some alternatives, but 8.5 says that all TDLE build alternatives would not require any mitigation for nonmotorized access. Are these two statements conflicting or is the sidewalk installation identified elsewhere in this appendix?	Jennifer Nyerick, WSDOT NWR Traffic
3	D	D-10, D-37		Should be "Traditional Cultural Places" not "Properties." Also, it is more correct to say that Section 4(f) applies equally to historic sites, including historic built environment resources, archaeological resources, and TCPs, that are significant for preservation in place, not only for data potential (NRHP Criterion D).	Kelsey Matson, WSDOT HQ Historian
4	D	D-17		Provide date of SHPO/DAHP concurrence.	Kelsey Matson, WSDOT HQ Historian
5	D	D-17		Lack of street address for the Denny's.	Kelsey Matson, WSDOT HQ Historian
6	D	D-18		"*…period of significance dating from 1960*." Clarify: does this mean period of significance dates TO 1960, or that it begins in 1960 and continues to a later date?	Kelsey Matson, WSDOT HQ Historian
7	D	D-25		Mention Criteria Consideration D.	Kelsey Matson, WSDOT HQ Historian
8	D	D-28, 31-33 and throughout		Should be "listing in the NRHP" not "on the NRHP"	Kelsey Matson, WSDOT HQ Historian
9	D	D-35		Should be "one-part commercial block" not "party"	Kelsey Matson, WSDOT HQ Historian
10	D	D-37		Clarify: seems like the sentence ending with "unevaluated for listing under Criterion D" is missing a word.	Kelsey Matson, WSDOT HQ Historian
11	F		A00-KAP12 26, A00-KAP12 27, A00-KAP12 45, A00-KAP12 46	The track goes through the area of the currently closed southbound I-5 Federal Way weigh station. WSDOT will need to review and concur with this alignment and the proposed pier locations in the Compatibility Report.	Roger Baugh, WSDOT OLY Planning
12	F		A00-KAP12 57, A00-KAP12 58	The track location between Porter Way and the south intersection with 70th goes through an area the WSDOT SR 167 Project is using for mitigation. This requires coordination with this project team, regarding mitigation.	Roger Baugh, WSDOT OLY Planning
13	F		A00-KAP12 58, A00-KAP18 80	At both the north and the south intersections of SR 99 and 70th, pier locations may not be compatible with a future roundabout.	Roger Baugh, WSDOT OLY Planning
14	F		A00-KAP12 58	A pier is shown at 1939+80, between the Gateway mainline and the off-ramp from I-5 to the westbound Gateway. This location would significantly impact the Gateway ramp from southbound I-5 to the westbound Gateway, based on the Gateway roadway locations shown.	Roger Baugh, WSDOT OLY Planning
15	F		A00-KAP12 57, A00-KAP12 58, KA0-KAP09, KA0-KAP10, KB0-KAP09, KB0-KAP10	At the scale provided, it cannot be determined if pier placement along SR 99 has been adjusted to account for the minimum WSDOT SR 99 clearway request. Please clarify.	Roger Baugh, WSDOT OLY Planning
16	F		D00-KAP08 73	From 2079+00 to 2083+00, there does not appear to be adequate vertical clearance, based on the profile, over the I-5 southbound off-ramp to Port of Tacoma Road and 34th Street. Also, the vertical clearance should be shown in the profile, as these are roadway crossings.	Roger Baugh, WSDOT OLY Planning
17	F		A00-KAP18 80	The plan shows a pier at 2227+50. There is no pier on the profile.	Roger Baugh, WSDOT OLY Planning
18	J	J1-21		Section 4.3.2.4: Amtrak Cascades runs six daily roundtrips, not four.	Roger Baugh, WSDOT OLY Planning
19	J	J1-144		Section 5.3.2.5: the 26th Avenue Alternative notes, "*Localized impacts to the Amtrak and Sounder stations and Freighthouse Square could occu*r". Would these impacts also apply to the "Close to Sounder Alternative"?	Roger Baugh, WSDOT OLY Planning
20	J	J1-167, J1-169	5-31, 5-32	Intersection #25 (SR 99/Wapato Way) includes footnote 5 (Roundabout is proposed for the future condition. v/c ratio is reported). The footnote is unnecessary, as this intersection has already been reconstructed to a roundabout. Recommend removing "(70th Avenue E at SR 99)" from that line in the tables, as that is a separate intersection.	Roger Baugh, WSDOT OLY Planning

21	J	J1-178		In Section 5.4 the second bullet notes that there would be no impacts to truck circulation or routes with the exception of the Fife Median Alternative. As the SR 99 East Alternative would have the same impacts along SR 99 within its median-running section in Milton as the described impacts of the Fife Median Alternative along Pacific Highway, that option should also be noted as impacting truck circulation and access.	Roger Baugh, WSDOT OLY Planning
22	J	J1-218		Sections 5.6.6.2, 5.6.6.4, and 5.6.6.5: "*The Sounder tracks are at grade along East D Street*". The tracks are across D Street, not along.	Roger Baugh, WSDOT OLY Planning
23	J	J1-228		Section 6.1 refers to the WSDOT Design Manual with the year 2020. Please use the most recent version: https://www.wsdot.wa.gov/publications/manuals/fulltext/M22-01/design.pdf	Roger Baugh, WSDOT OLY Planning
24	J	J1-233		Section 6.2.2 - In addition to the closures and lane reductions noted, the SR 99 East Alternative could require construction and reconfiguration of the roadway, including lane shutdowns, similar to the Fife Median Alternative noted in Section 6.2.3.	Roger Baugh, WSDOT OLY Planning
25	J	J1-236		Section 6.3.5 discusses temporarily moving the train boarding area. The 350 feet noted is approximately the distance from the current Amtrak and Sounder stations to D Street and is realistic for the temporary station shift under the Close to Sounder alternative. The boarding area may not shift by the same distance, depending on where the trains would actually stop during construction and if they would be allowed to block D Street during boarding.	Roger Baugh, WSDOT OLY Planning
26	J	J1-248		Section 6.9.1: Revise "*construction of the pier*" to "construction of the piers", as there are two I-5 piers in the Puyallup River to align with, not one.	Roger Baugh, WSDOT OLY Planning
27	J	J1-253 thru J1-256		Section 8.3 notes intersections which would require mitigation. For WSDOT intersections, change in intersection configuration or control would require an Intersection Control Evaluation (ICE) be completed. It is possible that the ICE process may result in mitigation which does not match the DEIS proposal.	Roger Baugh, WSDOT OLY Planning
28	H2	H2-2		The first sentence under "Project Consistency" notes the cities of Federal Way, Milton, and Tacoma have comprehensive plans and would have stations. Should Fife be added here?	Roger Baugh, WSDOT OLY Planning
29	H2	H2-16	H2-4	This table, which applies to Federal Way, includes "*TDLE would cross several streams and rivers, including Hylebos Creek and the Puyallup River*." Neither Hylebos Creek or the Puyallup River are within Federal Way.	Roger Baugh, WSDOT OLY Planning
30	H3	H3-2		In the second line of the fourth paragraph, insert "growth" before "rate".	Roger Baugh, WSDOT OLY Planning
31	H3	H3-8		In the eighth line of the first paragraph, revise "Plans, most" to either "Plans; most" or "Plans, and most".	Roger Baugh, WSDOT OLY Planning
32	J5	J5-66		45PI1631 was actually found in August 2023 and was determined eligible. Site form updates on WISAARD are pending final analysis of artifacts and sediments recovered during data recovery, but WSDOT can provide information such as the preliminary radiocarbon date through a personal communication citation given the report will not be finished in time for this document. This could likely affect the analysis in Section 10.1 and Table 10-1 as well.	Cassandra Manetas, WSDOT SR 167 Completion Project
33	J5	J5-66	Table 7-1 to 7-4	As we are reviewing a redacted version of the document we can't be sure, but in an earlier unredacted draft many existing sites were noted as simply "historic debris scatter". Have the ages/locations of the sites been considered in terms of historic materials potentially dating to tribal allotments? We have found historic period allotment sites that have been determined eligible in consultation with PTOI immediately north of the Fife segment of the APE (45PI1604). Given redaction, not sure if there is language specifying if previously recorded historic scatters are of an age with allotments or not, (though later tables noting the age of sites identified during testing efforts for this report are clear about potential allotment ages)	Cassandra Manetas, WSDOT SR 167 Completion Project

34	Appendix J1 Transportation Technical Report Attachment A, Transportation Methods Report.	A-20	A-5	Measures for Arterials and Local Street include Intersection LOS. Only found SimTraffic reports, did not find Synchro Reports for LOS. Please tell us where to find the Synchro files for the study intersections.	Manuel Abarca, WSDOT OLY Traffic
35	Appendix J1 Transportation Technical Report Attachment A	J1-7		3. Relevant Plans, Policies, and Coordination section does not refer to the WSDOT policy documents for Traffic Analysis. For any work impacting WSDOT facilities, the policy documents guide how traffic analysis should be conducted when using Traffic Analysis software such as Synchro. SIDRA and Vissim.	Manuel Abarca, WSDOT OLY Traffic
36	Appendix J1	J1-48	Table 4-24	We cannot verify the results presented in the tables reporting traffic operations until we can review the printed output and the electronic files.	Manuel Abarca, WSDOT OLY Traffic
37	10a - Appendix I - Alternatives Development	79 and 303 (17 of the Scoping Summary Report)		Note that, while WSDOT may not have right-of-way impacts for the Tacoma Dome Station area, WSDOT does own the Amtrak Tacoma Dome Station and has easement rights on the shared Amtrak/Sounder platform and WSDOT will have an opinion on the location of the Tacoma Dome Station area station location moving forward.	Lora Foster, WSDOT Rail, Freight, & Ports
38	Appendix H-7 Hazardous Materials		Fig. H7-9B	This figure shows site 754 "Freighthouse Square Amtrak Relocation" at the east end of Freighthouse Square. The Executive Summary indicates that the temporary Amtrak station would be at the west end. Please clarify the proposed location for the temporary Amtrak station.	Paul Krueger, WSDOT Rail, Freight, & Ports
39	07a. Appendix F - Conceptual Design Drawings	A00-KAP1157		[See attached marked up figure] Would this alignment include improvements along the SR 99 frontage to build out per Milton Standards? Would this impact existing stormwater in SR 99?	Aaron Fieser, WSDOT SR 167 Completion Project
40	07a. Appendix F - Conceptual Design Drawings	A00-KAP1157		[See attached marked up figure] The alignment here and proposed stormwater facility extend into the Middle Hylebos RRP site.	George Ritchotte, WSDOT SR 167 Completion Project
41	07a. Appendix F - Conceptual Design Drawings	A00-KAP1157		[See attached marked up figure] Would this facility footprint and associated excavation depth be in conflict with remediated soil conditions at conclusion of USG site cleanup actions?	Mark Ewbank, WSDOT SR 167 Completion Project
42	07a. Appendix F - Conceptual Design Drawings	A00-KAP1157		[See attached marked up figure] Show more recent aerial photo and show the Hylebos RRP Mitigation Site boundary and new Hylebos Creek alignment on plans. The RRP has performance standards that need to be met by WSDOT and will have site protection mechanisms recorded per permit requirements. How will impacts to RRP be avoided? Or how will proposed impacts to RRP be coordinated for approval through agencies, PTOI, and WSDOT?	George Ritchotte & Vivian Erickson, WSDOT SR 167 Completion Project
43	07a. Appendix F - Conceptual Design Drawings	A00-KAP1157		[See attached marked up figure] Existing grade has changed as RRP in this area was graded and USG site was remediated in summer 2024. Survey data and basis of design stream and wetland layer will require updates to reflect new existing conditions. Grading at USG site will also require an update.	Vivian Erickson, WSDOT SR 167 Completion Project
44	07a. Appendix F - Conceptual Design Drawings	A11-KAP1258		[See attached marked up figure] This portion of the alignment crosses Lower Hylebos South Hylebos RRP site and the shown support column may be in conflict with realigned Hylebos Creek. If the alignment doesn't change, it should clear span the mitigation site and minimize wetland, buffer, and floodplain impacts. What is the height of the structure in this location? Will shading impacts be an issue?	George Ritchotte, Mark Ewbank, & Aaron Fieser, WSDOT SR 167 Completion Project
45	07a. Appendix F - Conceptual Design Drawings	A11-KAP1258		[See attached marked up figure] Existing grade has changed as RRP in this area was graded in summer 2024. Survey data and basis of design stream and wetland layer will require updates to reflect new existing conditions.	Vivian Erickson, WSDOT SR 167 Completion Project

46	07a. Appendix F - Conceptual Design Drawings	A11-KAP1258		[See attached marked up figure] Show more recent aerial photo and show the Hylebos RRP Mitigation Site boundary on plans. The RRP has performance standards that need to be met by WSDOT and will have site protection mechanisms recorded per permit requirements. How will impacts to the Hylebos RRP be avoided? Or how will proposed impacts to the Hylebos RRP be coordinated for approval through agencies, PTOI, and WSDOT?	Vivian Erickson, WSDOT SR 167 Completion Project
47	07a. Appendix F - Conceptual Design Drawings	A11-KAP1258		[See attached marked up figure] Column appears to be in conflict with SB I-5 to SB SR 167 Ramp.	Adam Lee, WSDOT SR 167 Completion Project
48	07a. Appendix F - Conceptual Design Drawings	A11-KAP1258		[See attached marked up figure] Column may be in conflict with maintenance pullout/drainage/signal & sign infrastructure.	Adam Lee, WSDOT SR 167 Completion Project
49	07a. Appendix F - Conceptual Design Drawings	A11-KAP1258		[See attached marked up figure] Column may be in conflict with shared use path.	Adam Lee, WSDOT SR 167 Completion Project
50	07a. Appendix F - Conceptual Design Drawings	A11-KAP1258		[See attached marked up figure] WSDOT widens, adds 10-ft sidewalks, and vegetated landscape buffers along both sides of SR 99 from ~70th to Wapato Way. These improvements should be reflected and considered.	Aaron Fieser, WSDOT SR 167 Completion Project
51	07a. Appendix F - Conceptual Design Drawings	A11-KAP1258		[See attached marked up figure] WSDOT will be replanting this corridor as part of SR 167 Stage 1b Project. Will plants need to be redone by Sound Transit if within their overhead guideway zone?	Aaron Fieser, WSDOT SR 167 Completion Project
52	07b. Appendix F - Conceptual Design Drawings	A3B-KAP1668		[See attached marked up figure] This is in the area of a City of Fife portion of the Fife to Tacoma Pedestrian Access project that will construct a segment of the spuyaləpabš Trail. (Pacific Hwy E from Port of Tacoma Rd to Alexander Ave) Work should be coordinated to eliminate re-work.	Adam Lee, WSDOT SR 167 Completion Project
53	08. Appendix G - Present and Reasonably Foreseeable Actions	G-3	Figure G-2	Add Federal Way 373rd/SR 99 roundabout project. See following site for more information: https://www.federalwaywa.gov/page/s-373rd-and-pacific-hwy-s-roundabout	Aaron Fieser, WSDOT SR 167 Completion Project
54	08. Appendix G - Present and Reasonably Foreseeable Actions	G-4	Figure G-3	Consider adding the rebuilt intersection at SR 509/Alexander Avenue East as part of SR 167 Stage 1b Project	Aaron Fieser, WSDOT SR 167 Completion Project
55	08. Appendix G - Present and Reasonably Foreseeable Actions	G-4	Figure G-3	[Regarding Project Location 51] This segment would be done by Fife (not WSDOT).	Aaron Fieser, WSDOT SR 167 Completion Project
56	08. Appendix G - Present and Reasonably Foreseeable Actions	G-5	Figure G-4	[Regarding Pacific Hwy E Bridge over Puyallup River] Consider adding Pacific Highway East bridge replacement/repair (currently closed).	Aaron Fieser, WSDOT SR 167 Completion Project
57	08. Appendix G - Present and Reasonably Foreseeable Actions	G-5	Figure G-4	Add Puyallup Ave Corridor Improvements which will include a segment of the spuyaləpabš Trail (Tacoma Project).	Aaron Fieser, WSDOT SR 167 Completion Project
58	08. Appendix G - Present and Reasonably Foreseeable Actions	G-8	Table G-1	[Under 24 SR 167 Frontage Road section] Regarding language about "future SR 167 extension" - This isn't "future" for much longer, and name of WSDOT project should be changed to SR 167 Completion Project.	Mark Ewbank, WSDOT SR 167 Completion Project

59	08. Appendix G - Present and Reasonably Foreseeable Actions	G-8	Table G-1	[Under 25 WSDOT SR 167 Completion Project section] Add number "2" prior to "b" to read "2b".	Mark Ewbank, WSDOT SR 167 Completion Project
60	08. Appendix G - Present and Reasonably Foreseeable Actions	G-8	Table G-1	[Under 26 70th Avenue E and I-5 Bridge Replacement section] Delete "Extension" and replace with "Completion" to read "SR 167 Completion Project". Delete "will have" and replace with "has" to read "New bridge has 4 lanes…"	Mark Ewbank, WSDOT SR 167 Completion Project
61	08. Appendix G - Present and Reasonably Foreseeable Actions	G-8	Table G-1	[Under 25 WSDOT SR 167 Completion Project section] Update "2020-2029" to "2020-2030". SR 167 Stage 2b is planned to open to traffic in summer 2029 before substantial completion. Substantial completion is planned in late Sept 2029 with Physical Completion within 6 months and Completion within 3 months of Physical Completion.	Te Ma, WSDOT SR 167 Completion Project
62	08. Appendix G - Present and Reasonably Foreseeable Actions	G-9	Table G-1	[Under 27 SR 167 Relocation of Interurban Trail and Trailhead section] Delete "to be" to read "Improvements built concurrent…"	Mark Ewbank, WSDOT SR 167 Completion Project
63	08. Appendix G - Present and Reasonably Foreseeable Actions	G-9	Table G-1	[Regarding 28 20th Street E from 70th Avenue E to Freeman Road section] This is part of the WSDOT Stage 2b Project.	Aaron Fieser, WSDOT SR 167 Completion Project
64	08. Appendix G - Present and Reasonably Foreseeable Actions	G-10	Table G-1	[Under 39 I-5/54th Avenue E Interchange Improvements section] For the construction duration or status column "Completed in 2020": This is a phased project, and it is not completed or fully funded.	Te Ma, WSDOT SR 167 Completion Project
65	08. Appendix G - Present and Reasonably Foreseeable Actions	G-10	Table G-1	[Under 48 Canyon Road Connection Project section] For the construction duration or status column - Please confirm - instead of completed in 2027, it appears to be scheduled to start from 2027.	Te Ma, WSDOT SR 167 Completion Project
66	08. Appendix G - Present and Reasonably Foreseeable Actions	G-11	Table G-1	[Under 51 spuyaləpabš Trail section] If this is WSDOT jurisdiction, state limits between Riverwalk Trail in Puyallup and SR 509 at Alexander and at Taylor Way. Recommend adding the separate Fife and Tacoma segments that each City will self-perform.	Aaron Fieser, WSDOT SR 167 Completion Project
67	08. Appendix G - Present and Reasonably Foreseeable Actions	G-14		[Regarding City of Fife. 2020. Resolution No. 1940 citation] Update with their most recent plan.	Aaron Fieser, WSDOT SR 167 Completion Project
68	11. Appendix J1 - Transportation Technical Report	J1-12		[Under SR 167 section] The SR 167 Completion Project is scheduled to be open to traffic before TDLE. At a minimum, add description for SR 167 Stage 1b that will be open to traffic in 2026. Existing SR 167 along River Rd will be renamed to "167 ALT" as part of the SR 167 2b Project when the new alignment opens to traffic (scheduled for summer 2029).	Aaron Fieser, WSDOT SR 167 Completion Project
69	11. Appendix J1 - Transportation Technical Report	J1-16	Figure 4-1	Show the SR 167 Completion Project alignment on the figure.	Aaron Fieser, WSDOT SR 167 Completion Project
70	11. Appendix J1 - Transportation Technical Report	J1-32	Table 4-19	[Regarding Fife Segment 7 row] As part of the spuyaləpabš Trail improvements, a pedestrian hybrid beacon (PHB) signal is proposed at this intersection.	Aaron Fieser, WSDOT SR 167 Completion Project

71	11. Appendix J1 - Transportation Technical Report	J1-32	Table 4-19	[Regarding Fife Segment 5 row] Does this include the improvements to be constructed by WSDOT as part of the SR 167 Stage 1b Project?	Aaron Fieser, WSDOT SR 167 Completion Project
72	11. Appendix J1 - Transportation Technical Report	J1-32	Table 4-19	[Regarding Fife Segment 25 row] These are two different intersections and should be analyzed separately.	Aaron Fieser, WSDOT SR 167 Completion Project
73	11. Appendix J1 - Transportation Technical Report	J1-35	Figure 4-8	Include study area intersection of 70th Ave E and SR 99 on the figure. WSDOT rebuilds this signal as part of SR 167 Stage 1b Project.	Aaron Fieser, WSDOT SR 167 Completion Project
74	11. Appendix J1 - Transportation Technical Report	J1-48	Table 4-24	[Row 25] What is the justification for not including this in the model?	Aaron Fieser, WSDOT SR 167 Completion Project
75	11. Appendix J1 - Transportation Technical Report	J1-61	Figure 4-21	Are the planned SR 167 pedestrian improvements included? If not, why?	Aaron Fieser, WSDOT SR 167 Completion Project
76	11. Appendix J1 - Transportation Technical Report	J1-61	Figure 4-21	Are the planned spuyaləpabš Trail improvements included? If not, why?	Aaron Fieser, WSDOT SR 167 Completion Project
77	11. Appendix J1 - Transportation Technical Report	J1-136	Figure 5-10	[Regarding area near "8%" symbology and Taylor Way E] Increase in volume is identified in this area; however, level of service (LOS) analysis of New 54th interchange does not show increase in delay.	Karl Westby, WSDOT SR 167 Completion Project
78	11. Appendix J1 - Transportation Technical Report	J1-165	Table 5-31	Footnote 8 indicates inability to properly capture delay. As such, results may be underreporting impacts. Suggest using alternate tool to capture delay.	Karl Westby, WSDOT SR 167 Completion Project
79	11. Appendix J1 - Transportation Technical Report	J1-165	Table 5-31	[Regarding 5 Alexander Avenue E at SR 509 Westbound row] This intersection will be modified as part of the WSDOT Gateway Program. Need to confirm that modification is included in the future no build and build analyses.	Karl Westby, WSDOT SR 167 Completion Project
80	11. Appendix J1 - Transportation Technical Report	J1-166	Table 5-31	[Regarding both rows 14 and 15] Both I-5 ramp intersections will be impacted. Mitigation of the impacts need to be identified. Without mitigation, traffic may divert and impact other WSDOT interchanges.	Karl Westby, WSDOT SR 167 Completion Project
81	11. Appendix J1 - Transportation Technical Report	J1-168	Table 5-32	Please see similar comments to those included in the AM peak hour table and apply to the PM peak hour table.	Karl Westby, WSDOT SR 167 Completion Project
82	11. Appendix J1 - Transportation Technical Report	J1-240		Please add bullet(s) for mitigation reflecting coordination with other projects during the construction, specifically WSDOT Gateway Program.	Te Ma, WSDOT SR 167 Completion Project
83	11. Appendix J1 - Transportation Technical Report	J1-259		[Regarding projects listed in the first paragraph of 9.1 Regional Facilities and Travel section] Please confirm - these are not part of the WSDOT Gateway Program.	Te Ma, WSDOT SR 167 Completion Project
84	11. Appendix J1 - Transportation Technical Report	J1-259		[Regarding paragraph 3 of 9.1 Regional Facilities and Travel section] The Triangle Project is not officially part of the WSDOT Gateway Program.	Te Ma, WSDOT SR 167 Completion Project

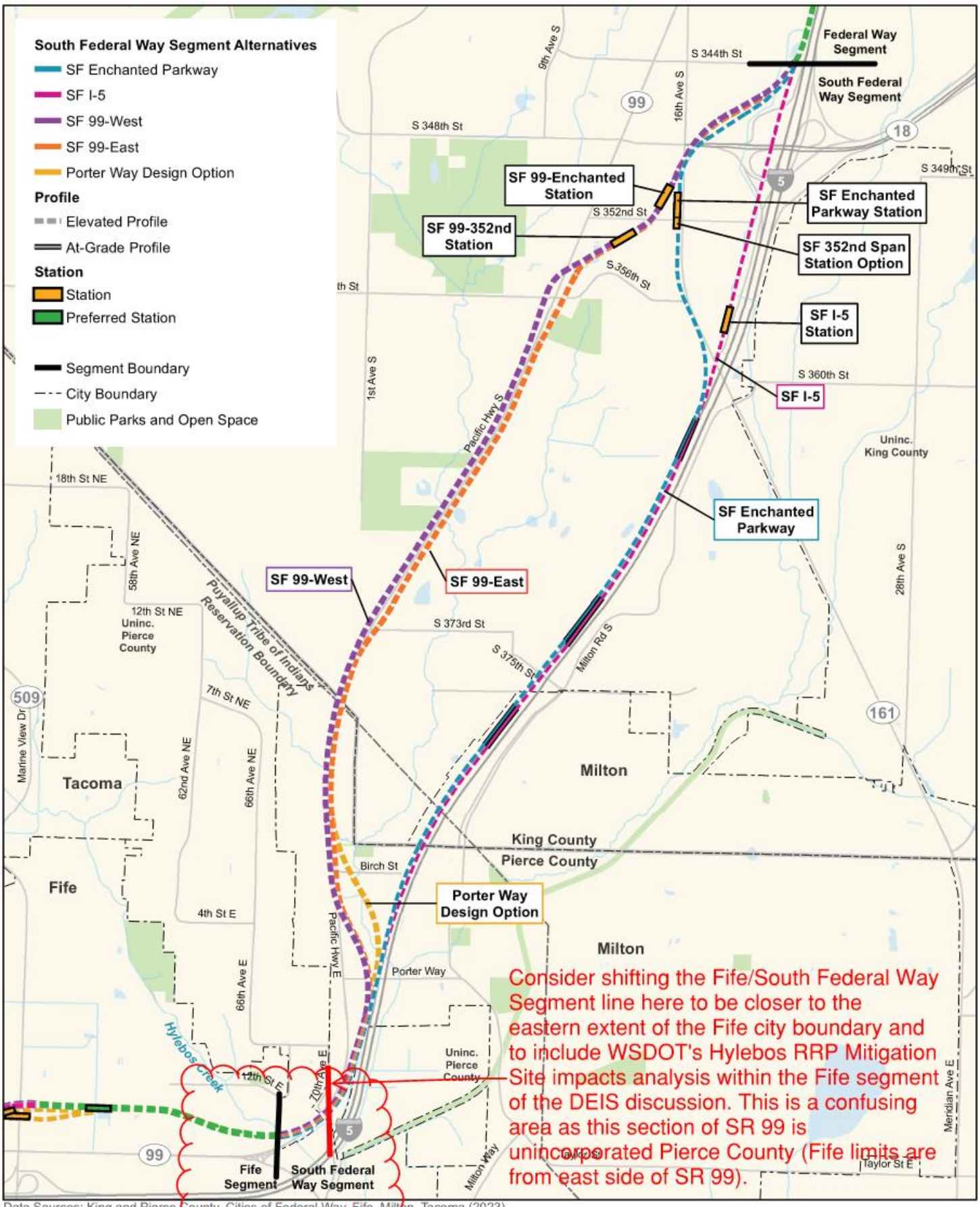
85	14a. Appendix J4 - Ecosystem Resources Technical Report	J4-4		[Regarding the last bullet under 1.2.5 Other studies and environmental reviews section] Add the SR 167 Stage 1b and Stage 2 Mitigation Plans and Stage 1b CLOMR.	Aaron Fieser, WSDOT SR 167 Completion Project
86	14a. Appendix J4 - Ecosystem Resources Technical Report	J4-4		[Regarding the last bullet under 1.2.5 Other studies and environmental reviews section] Add SR 167 Stage 2a and Stage 2b Projects.	Aaron Fieser, WSDOT SR 167 Completion Project
87	14a. Appendix J4 - Ecosystem Resources Technical Report	J4-10	Figure J4.1-4	Does Surprise Lake Tributary fall within the study area? If so, add it to Section 1.5.4.1.	Aaron Fieser, WSDOT SR 167 Completion Project
88	14a. Appendix J4 - Ecosystem Resources Technical Report	J4-12		[Regarding Fife Segment paragraph] Include information about SR 167 Stage 1b RRP.	Aaron Fieser, WSDOT SR 167 Completion Project
89	14a. Appendix J4 - Ecosystem Resources Technical Report	J4-14		[Under 1.5.3 Wetlands section] Include information about SR 167 Stage 1b RRP.	Aaron Fieser, WSDOT SR 167 Completion Project
90	14a. Appendix J4 - Ecosystem Resources Technical Report	J4-15		[Regarding Fife Ditch bullet] WSDOT received determination of this being non-fish bearing.	Aaron Fieser, WSDOT SR 167 Completion Project
91	14a. Appendix J4 - Ecosystem Resources Technical Report	J4-15		[Regarding "Wapato Creek" bullet] See prior comment and consider adding Chinook salmon for Wapato Creek.	Aaron Fieser, WSDOT SR 167 Completion Project
92	14a. Appendix J4 - Ecosystem Resources Technical Report	J4-40	Figure J4.3-7	Update figure to show WSDOT stream and mitigation work that will be complete prior to TDLE.	Aaron Fieser, WSDOT SR 167 Completion Project
93	14a. Appendix J4 - Ecosystem Resources Technical Report	J4-41	Figure J4.3-8	Update figure to show WSDOT stream and mitigation work that will be complete prior to TDLE.	Aaron Fieser, WSDOT SR 167 Completion Project
94	14a. Appendix J4 - Ecosystem Resources Technical Report	J4-42	Figure J4.3-9	Update figure to show WSDOT stream and mitigation work that will be complete prior to TDLE.	Aaron Fieser, WSDOT SR 167 Completion Project
95	14a. Appendix J4 - Ecosystem Resources Technical Report	J4-43	Figure J4.3-10	Show the Port wetland mitigation work that was in addition to the shown stream realignment.	Aaron Fieser, WSDOT SR 167 Completion Project
96	14a. Appendix J4 - Ecosystem Resources Technical Report	J4-66		[Under 3.1.2.12 Hylebos Creek section] Update to discuss WSDOT stream and mitigation work that will be complete prior to TDLE.	Aaron Fieser, WSDOT SR 167 Completion Project

97	14a. Appendix J4 - Ecosystem Resources Technical Report	J4-68		[Under 3.1.2.13 Surprise Lake Creek section] Update to discuss WSDOT stream and mitigation work that will be complete prior to TDLE.	Aaron Fieser, WSDOT SR 167 Completion Project
98	14a. Appendix J4 - Ecosystem Resources Technical Report	J4-71		[Under second paragraph of section 3.1.2.16 Wapato Creek] Add WSDOT planned work and removal of culvert under SR 509/Tacoma Rail.	Aaron Fieser, WSDOT SR 167 Completion Project
99	14a. Appendix J4 - Ecosystem Resources Technical Report	J4-72	Table J4.3-8	This is outside of the study area based on Figure J4.1-4	Aaron Fieser, WSDOT SR 167 Completion Project
100	14a. Appendix J4 - Ecosystem Resources Technical Report	J4-72	Table J4.3-8	Add discussion of WSDOT work to remove this in SR 167 Stage 2b.	Aaron Fieser, WSDOT SR 167 Completion Project
101	14b. Appendix J4 - Ecosystem Resources Technical Report	J4-118		[Under 3.3.3 Fife Segment section] Update to discuss WSDOT stream and mitigation work that will be complete prior to TDLE.	Aaron Fieser, WSDOT SR 167 Completion Project
102	14c. Appendix J4 - Ecosystem Resources Technical Report	J4-190		[Under 4.1.1.4 Fife Segment Alternatives section] Update to discuss WSDOT stream and mitigation work that will be complete prior to TDLE.	Aaron Fieser, WSDOT SR 167 Completion Project
103	14c. Appendix J4 - Ecosystem Resources Technical Report	J4-196		[Under 4.1.2.4 Fife Segment Alternatives section] Update to discuss WSDOT stream and mitigation work that will be complete prior to TDLE.	Aaron Fieser, WSDOT SR 167 Completion Project
104	14d. Appendix J4 - Ecosystem Resources Technical Report	J4-250		[Paragraph 2] Please verify. The WSDOT Hylebos RRP will improve habitat and construct wildlife crossings included throughout the RRP and across I-5 and SR 99.	Aaron Fieser, WSDOT SR 167 Completion Project
105	14e. Appendix J4 - Ecosystem Resources Technical Report	J4-255		[Under 4.3 Wetlands section] Update to discuss WSDOT stream and mitigation work that will be complete prior to TDLE.	Aaron Fieser, WSDOT SR 167 Completion Project
106	Apdx J2	General Statement		Review FHWA guidelines on impacts and how to talk about them (page A-2). 2015 guidelines talk about compatibility of the impact, sensitivity, and value. All of these aspects should be discussed in this document. Compatibility of the impacts is often missing from the discussion. There is concern that this document is not addressing the impact value as adverse in many cases where users/viewers are sensitive and the compatibility of the alignment is significantly different from surrounding landuse. Visual impact values should be addressed as beneficial, neutral, or adverse. Mitigation measures should follow that line of communication, in that, more adverse impacts (especially for the preferred alternative) should have more mitigation conversation in this document.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
107	Apdx J2	J2-3 Page 8		The summary does not make sense, in that, viewer sensitivity is high and impacts are significant "high visual change", yet the analysis of the change is "moderate". More discussion on adverse impacts for sensitive viewers should occur in this summary and more alignment with the description.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture

108	Apdx J2	J2-4 Page 9		Address the compatibility of the impact. The scale of the facility is addressed in the I-5 portion of the writing "similar in scale with structures on I-5" but not in the Enchanted parkway Portion of the summary. The scale is the biggest adverse visual impact on those alternatives and should be addressed in the summary.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
109	Apdx J2	J2-5 Page 10		Address the compatibility of the impact. The entrance to the school and visual buffer is changed from vegetation to structure. This is an adverse affect for the school in the SR 99 west alignment. Saying that the visual change is moderate does not align with scale of the project impact. The scale of the project impact is not measured against the scale of the surrounding environment.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
110	Apdx J2	J2-6 Page 11		Address the compatibility of the impact. The overall visual change is low to moderate (overall) but the scale of the impacts are not really addressed between alternatives. The overall visual change is not comparable between 99 and I-5. The large project scale is less compatible with the scale of roadway and land uses along 99 from a visual standpoint. There is a more adverse affect along 99.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
111	Apdx J2	J2-17 Page 22		[Observations Pt Analysis] If mitigation is included in the simulation, the mitigation measures that are shown should be discussed so that the reader/viewer knows what measures have been applied. The value of the impact and change should not be based on mitigation measures that cannot be guaranteed. This is missing throughout the discussions.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
112	Apdx J2	J2-20 Page 25	Figure J2-5	This is an example of talking about the alignment using mitigation measures that are shown in the graphic simulation but not necessarily proposed as part of the project. Much of the vegetation adjacent to I-5 will be removed and some of it may be replaced, but that would be considered a mitigation measure and would not look like this graphic. At a minimum, this should be discussed and reflected in the ratings.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
113	Apdx J2	J2-20 Page 25	Figure J2-5	The ratings scale that you have used for this simulation is based on the graphic with mitigation measures shown. Adjust this to be in line with the actual impact. Vegetation will be removed adjacent to I-5/under the line and closer to the homes. Mitigation measures will restore some of this but most likely not to the height shown here due to setbacks and constraints. The view would be adversely impacted because of that.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
114	Apdx J2	J2-20 General, Unit 1		Add simulation from I-5 driver perspective for this unit. The change will be significant for more sensitive driver/viewers as you have pointed out in your initial summary.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
115	Apdx J2	J2-24	Figure J2-8	Please show pedestrians for scale. This is another example of mitigation (vegetation shown) used to soften the visual graphic that may or may not occur, especially that close to the track. There are no businesses or signs beyond the new track shown, only a greenbelt buffer. This might occur, but these are not commitments that have been mentioned in this document so it's inconsistent.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
116	Apdx J2	J2-24	Figure J2-8	Ratings for this graphic are specifically using the mitigation measures shown. Unity will not improve without the mitigation measures. The scale of facility and sensitivity of pedestrians and regular patrons would likely outweigh any mitigation of visual effects anyway. This can be a conversation in this paragraph but the rating should be based on actual visual representation of the proposed project.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
117	Apdx J2	2.2.2	Figure J2-8	Unity is shown to improve with the addition of an overhead guideway at the intersection of S 348th and Enchanted Parkway. Either build alternative will add visual complexity to the intersection. Disagree with the statement that the new guideway structure would improve unity with long curving lines visible into the distance. The structure will add a potential distraction and visual clutter against the traffic lights.	Ryan Leigh, WSDOT NWR Landscape Architecture
118	Apdx J2	2.2.3	Figure J2-9	The Enchanted Parkway Alternative would significantly impact the unity and visual quality. The size and scale of the elevated guideway dominates the view and turns what could be considered a fairly open view into a very linear view with the guideway on one side and overhead power on the other. This has more of an impact than is being described.	Ryan Leigh, WSDOT NWR Landscape Architecture

119	Apdx J2	J2-29	Figure J2-10	Address the compatibility of the impact. Please describe the scale difference from a visual perspective of a driver and pedestrian and how the 2 Enchanted Pkwy station alternatives affect those viewers. They are significantly different from that perspective in this viewpoint.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
120	Apdx J2	J2-29	Figure J2-10	The description states no visual impact but the J2-10 simulation shows an existing condition with views to the forested hills in the background. These views are eliminated with the elevated structure. Long view corridors are replaced with a foreground focus. This change is a visual impact and should be mentioned.	Ryan Leigh, WSDOT NWR Landscape Architecture
121	Apdx J2	J2-36 page 41	Figure J2-12	Add a pedestrian to this graphic. Also describe scale in the summary. Is the scale of this project impact matching the scale of other development in the area?	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
122	Apdx J2		Figure J2-16	Is there enough space to accommodate the mitigation shown in this graphic. The planting on the west side looks to be mitigation for the visual impacts but it doesn't look like there is space for large planting. The trees in the background would be removed. A discussion here would help the viewer understand what might be possible but right now the description is inconsistent with the graphic.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
123	Apdx J2	2.2.12		The description of the impacts to the cemetery don't make sense compared with the graphic representation. The graphic shows both alignments on the west side of 99 but one is closer than the other. This description talks about an alignment on the eastside of 99.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
124	Apdx J2	J2-45	Figure J2-18	Is the eastern alignment of 99 in the middle of 99 or is this in the wrong location? It doesn't match the description.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
125	Apdx J2	2.2.14	Figure J2-20	Observation point 17 needs more explanation. The build alternative would be a significant change in the view along this corridor but the only item mentioned is views of vegetation being blocked. The elevated structure adjacent to I-5 will have more impacts than just blocking the view of vegetation.	Ryan Leigh, WSDOT NWR Landscape Architecture
126	Apdx J2	J2-50	Figure J2-22	Address compatibility of the impact. What would retain the view with a moderate vividness? The tracks bisect the view in the foreground essentially removing the vividness of the natural views of Mt. Rainier and surrounding vegetation.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
127	Apdx J2	2.2.16	Figure J2-22	Recommend re-evaluating the visual quality rating for this. The view from residences is of a natural looking valley. Adding an elevated guideway in the immediate foreground eliminates the view of the valley and hills in the distance. All rating categories would be reduced significantly, especially visual quality which could be considered very low.	Ryan Leigh, WSDOT NWR Landscape Architecture
128	Apdx J2	J2-52		The description of impacts does not match the value rating given. Compatibility of impact should be addressed.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
129	Apdx J2	J2-60	Figure J2-28 (median alternatives)	Address compatibility of the impact. Is the structure aligned with surrounding development? The ratings don't really tell the whole story for the design alternatives. It's clear that the median structure is more prominent in scale and the facility is less aligned with the existing visual quality. This needs to be a discussion here and the ratings need to reflect the difference.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
130	Apdx J2	2.3.5	Figure J2-28	Explain how the addition of significant elevated structure would not be a visual impact at this location.	Ryan Leigh, WSDOT NWR Landscape Architecture
131	Apdx. J2	J2-64	Figure J2-30 (median alternatives for the entire Landscape Unit 5)	Address compatibility of the impact. Is the structure aligned with surrounding development? The ratings don't really tell the whole story for the design alternatives. It's clear that the median structure, compared with the highway alternative, is more prominent in scale and the facility is less aligned with the existing visual quality. This needs to be a discussion here and the ratings need to reflect the difference.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
132	Apdx. J2	2.3.7, 8	Figure J2-30,31	The elevated guideway along Pacific Highway will have significant visual impacts compared to existing but the existing and build alternative ratings remain the same. Recommend re-evaluating.	Ryan Leigh, WSDOT NWR Landscape Architecture
133	Apdx. J2	2.4.8	Figure J2-43	Consider re-evaluating. The west alternative and the sounder alternative both have elevated guideways and columns that create a significant visual quality impact. The ratings are lower than the existing conditions but it seems like the true impacts are being minimized in the rating.	Ryan Leigh, WSDOT NWR Landscape Architecture

144	Apdx. J2	J2-90 and J2-91	Figure J2-44	What is viewer sensitivity here? This is a signification change to the view but there is no discussion about whether viewers will care.	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
134	Apdx. J2	2.4.11	Figure J2-46	The visual impacts for this area are greater than what is reflected in the rating. The elevated guideway and related structures dominate the view and make it almost impossible to see what is beyond.	Ryan Leigh, WSDOT NWR Landscape Architecture
135	Apdx J2	J2 93-95	Figure J2-46 and Figure J2-47	Are viewers sensitive here? Both of these viewpoints are significantly impacted but it's unclear by the description if viewers are sensitive or not. The compatibility of the impacts are also not discussed here. Depending on the discussion is the impact adverse?	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
136	Apdx J2	J2-93	J2-46	Is the station design set? Is there a way to mitigate visual impacts here?	Lindsey Jungbluth, WSDOT NWR Landscape Architecture
137	Ecosystems Technical Report (Appendix J4)		Tables J4.3-6, J4.3-7, J4.3-8, J4.3-9, J4.3-10, J4.3-11 etc.	a. These tables are titled '*fish passage barrier assessment*' but most tables list barrier status as 'unknown'. Please clarify if these are barriers. Do they need to be assessed if 'unknown'? If not, consider renaming the tables to something other than 'fish passage barrier'. b. These list ownership as 'public'. Please list which public agency owns– example, 'city' or 'state'. c. Also consider adding 'fish use' to the table (yes or no). Table J4.3-7 lists non-fish bearing under 'barrier status' column. Consider changing the name of this column to 'fish use' instead of barrier status if that is what is should be utilized for. d. Will there be impacts to these streams? Will any barriers be corrected? This is unclear.	Jessica Giblin, WSDOT Regional Transit Coordination Division
138	Ecosystems Technical Report (Appendix J4)		J4.3-8	Legend shows triangle symbol for 'barrier on a NFB stream' but it is not shown on this map.	Jessica Giblin, WSDOT Regional Transit Coordination Division
139	Ecosystems Technical Report (Appendix J4)		J4.3-4	Legend shows orange circle for 'partial blockage' but it is not shown on this map.	Jessica Giblin, WSDOT Regional Transit Coordination Division
140	Ecosystems Technical Report (Appendix J4)		J4.3-3	Legend shows black circle for 'unknown' but it is not shown on this map.	Jessica Giblin, WSDOT Regional Transit Coordination Division

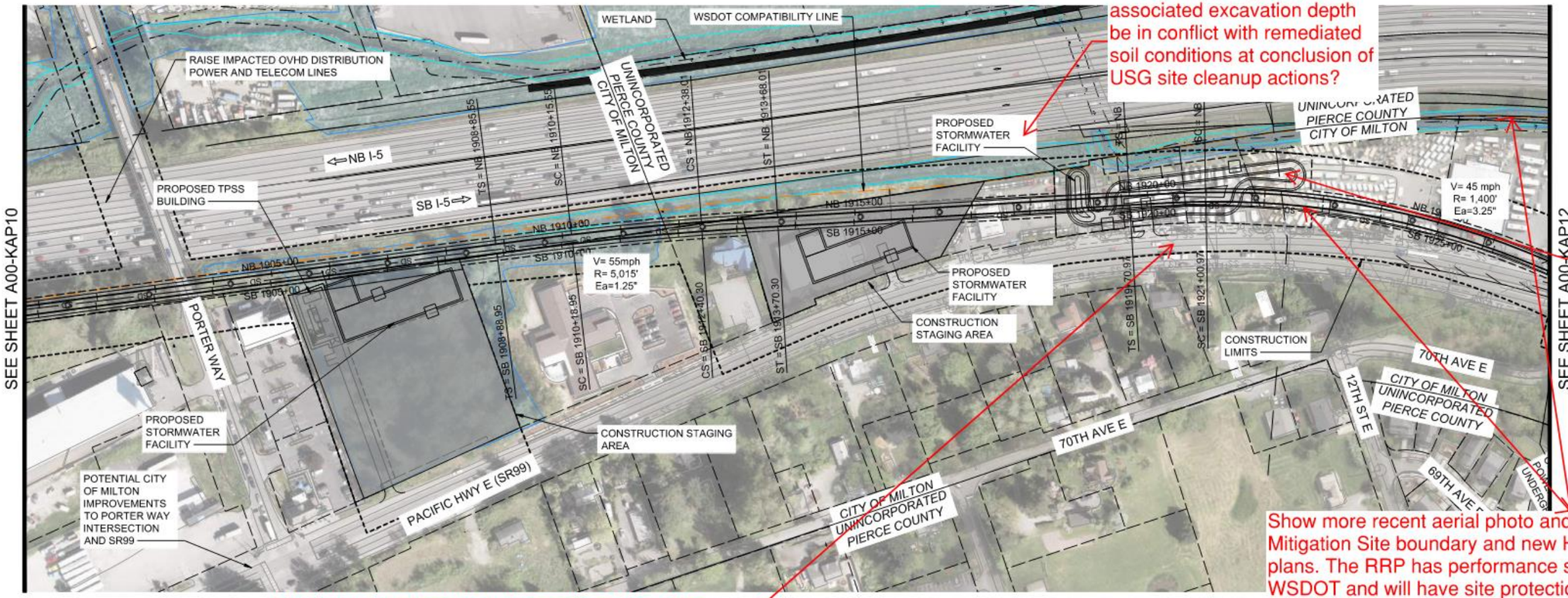


Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2023).

FIGURE ES-6
South Federal Way Segment Alternatives

Tacoma Dome Link Extension

SOUND TRANSIT TACOMA DOME LINK EXTENSION



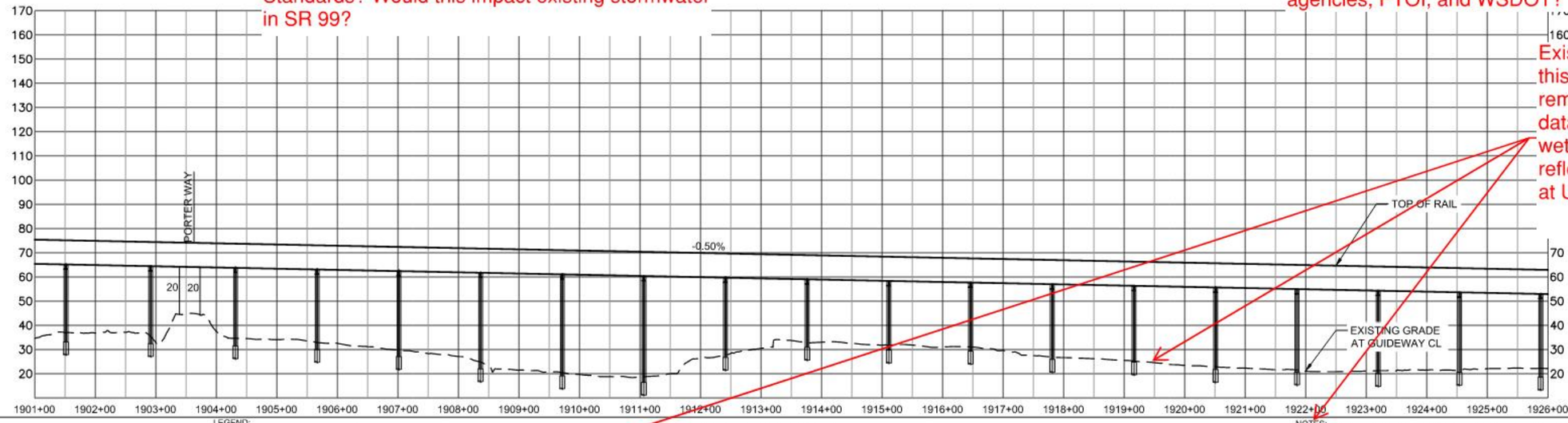
Would this facility footprint and associated excavation depth be in conflict with remediated soil conditions at conclusion of USG site cleanup actions?

The alignment here and proposed stormwater facility extend into the Middle Hylebos site.

Show more recent aerial photo and show the Hylebos RRP Mitigation Site boundary and new Hylebos Creek alignment on plans. The RRP has performance standards that need to be met by WSDOT and will have site protection mechanisms recorded per permit requirements. How will impacts to RRP be avoided? Or how will proposed impacts to RRP be coordinated for approval through agencies, PTOI, and WSDOT?

Would this alignment include improvements along the SR 99 frontage to build out per Milton Standards? Would this impact existing stormwater in SR 99?

Existing grade has changed as RRP in this area was graded and USG site was remediated in summer 2024. Survey data and basis of design stream and wetland layer will require updates to reflect new existing conditions. Grading at USG site will also require an update.



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LEGEND:

- COLUMNS / STRADDLE BENTS
- STATION PLATFORM
- CONSTRUCTION LIMITS
- TRANSIT WAY LIMITS
- WSDOT COMPATIBILITY LINE
- BASIS OF DESIGN STREAM (SEE NOTE 1)
- BASIS OF DESIGN WETLAND (SEE NOTE 1)
- SURVEYED STREAM (SEE NOTE 2)
- SURVEYED WETLAND (SEE NOTE 2)

NOTES:

1) THE BASIS OF DESIGN STREAM AND WETLAND LAYER (2019-GIS) WAS USED TO INFORM THE DEVELOPMENT OF THE MAY 2020 TDLE 10% CONCEPTUAL ENGINEERING PLANS AND THE AUGUST 2023 10% CONCEPTUAL ENGINEERING ADDENDUM 1 PLANS (WHERE LOCATED OUTSIDE OF THE 2020 STREAM/WETLAND SURVEY AREA).

2) THE SURVEYED AND ESTIMATED STREAM AND WETLAND DATA COLLECTED BY THE PROJECT TEAM WAS USED TO CALCULATE THE DRAFT EIS IMPACTS.

SOUND TRANSIT

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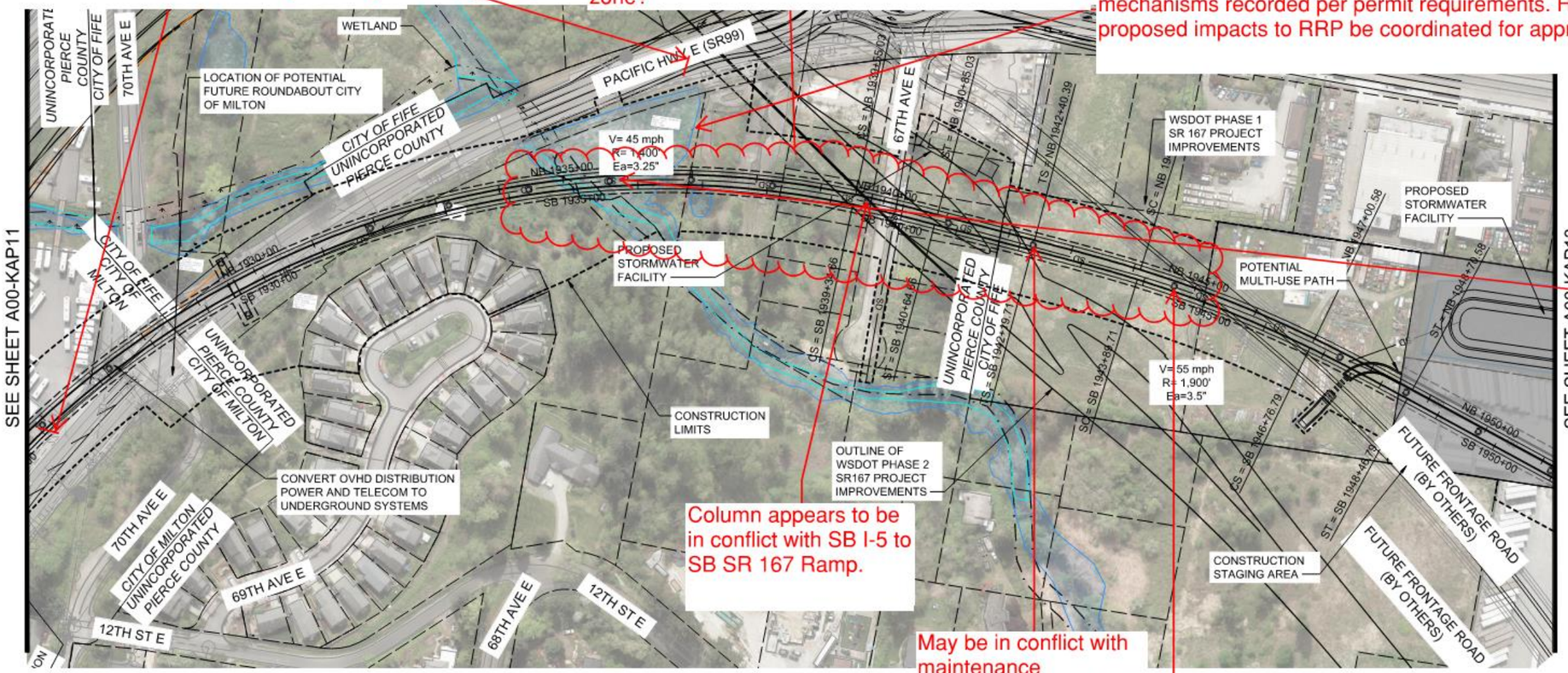
WSDOT widens, adds 10-ft sidewalks, and vegetated landscape buffers along both sides of SR 99 from ~70th to Wapato Way.

WSDOT will be replanting this corridor as part of SR 167 Stage 1b Project. Will plants need to be redone by Sound Transit if within their overhead guideway zone?

Show more recent aerial photo and show the Hylebos RRP Mitigation Site boundary on plans. The RRP has performance standards that need to be met by WSDOT and will have site protection mechanisms recorded per permit requirements. How will impacts to RRP be avoided? Or how will proposed impacts to RRP be coordinated for approval through agencies, PTOI, and WSDOT?

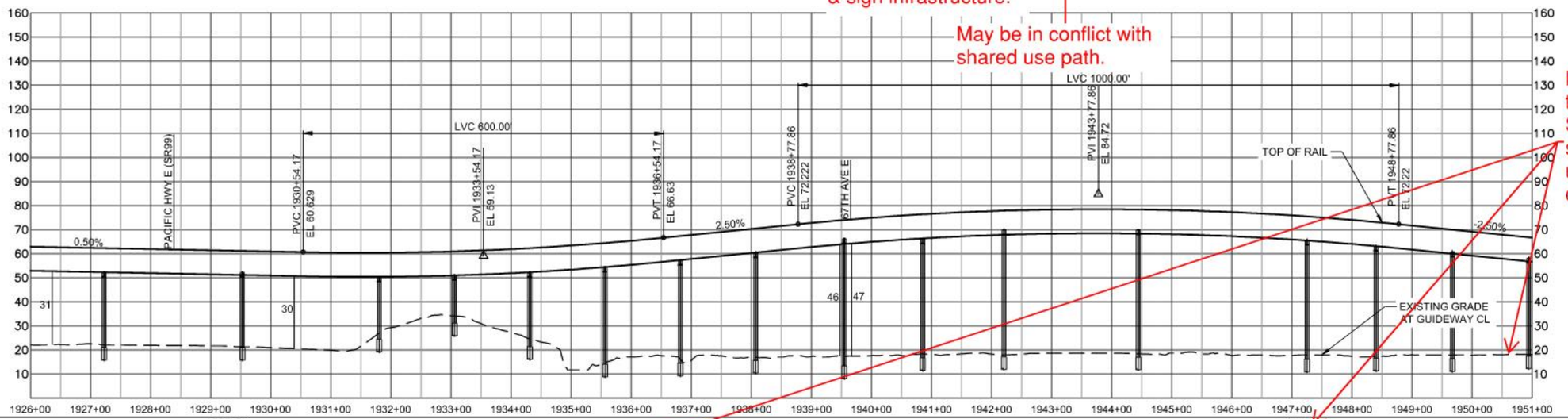
This portion of the alignment crosses Lower Hylebos South Hylebos RRP site and the shown support column may be in conflict with realigned Hylebos Creek. If the alignment doesn't change, it should clear span the mitigation site and minimize wetland, buffer, and floodplain impacts. What is the height of the structure in this location? Will shading impacts be an issue?



Column appears to be in conflict with SB I-5 to SB SR 167 Ramp.

May be in conflict with maintenance pullout/drainage/signall & sign infrastructure.

May be in conflict with shared use path.



Existing grade has changed as RRP in this area was graded in summer 2024. Survey data and basis of design stream and wetland layer will require updates to reflect new existing conditions.

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VERT: 50 25 0 50 100 SCALE IN FEET

LEGEND:
- COLUMNS / STRADDLE BENTS
- STATION PLATFORM
- CONSTRUCTION LIMITS
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- BASIS OF DESIGN STREAM (SEE NOTE 1)
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NOTES:
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2) THE SURVEYED AND ESTIMATED STREAM AND WETLAND DATA COLLECTED BY THE PROJECT TEAM WAS USED TO CALCULATE THE DRAFT EIS IMPACTS.

ALL SFW TO FIFE ALTERNATIVES
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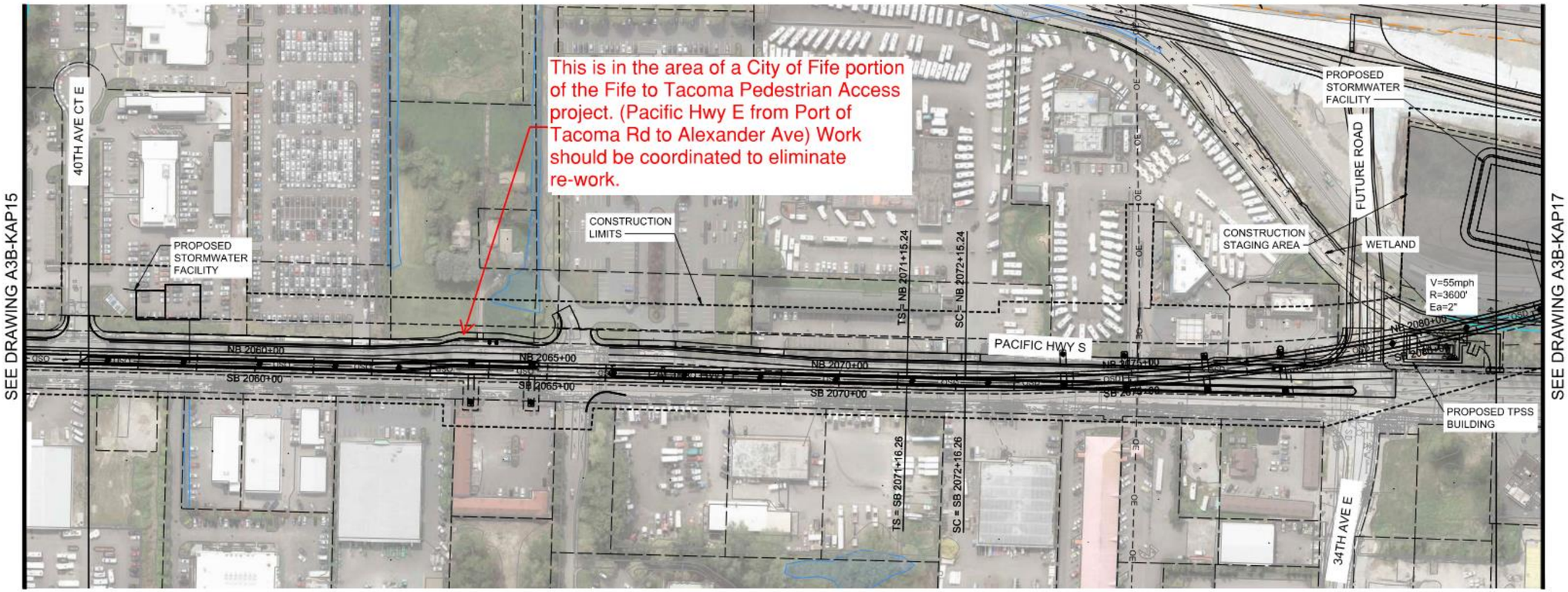
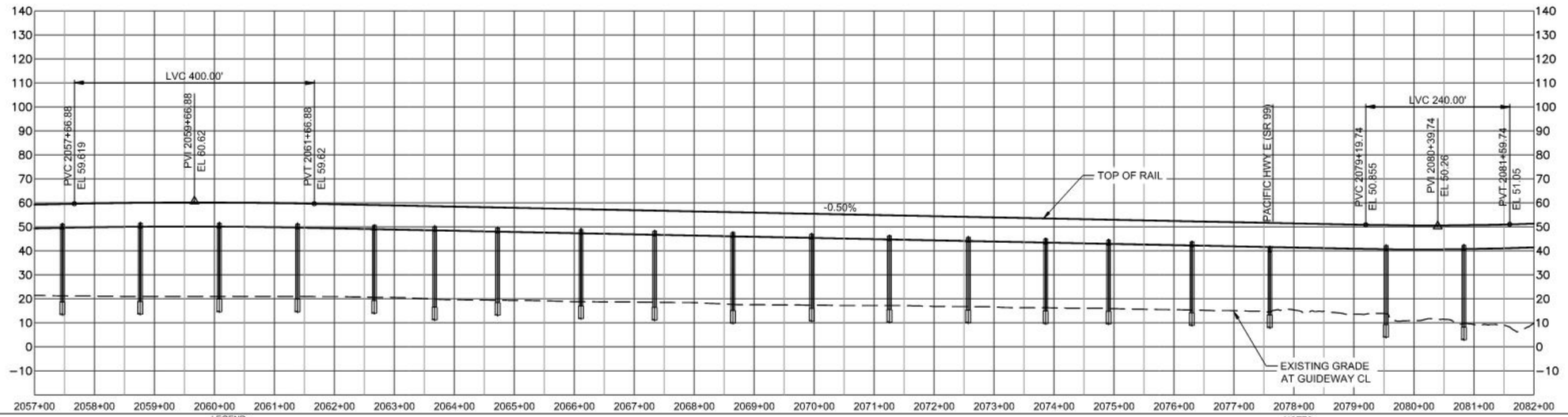
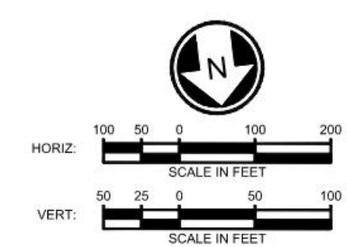
SOUND TRANSIT TACOMA DOME LINK EXTENSION







LEGEND:

- COLUMNS / STRADDLE BENTS
- STATION PLATFORM
- CONSTRUCTION LIMITS
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SOUNDTRANSIT

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Appendix B

Comment Submissions received from Businesses, Community Groups, Organizations, and Individuals

Public Hearing Testimony

Adela Ulmer

Hi, my name is Adela Ulmer. This is so hard for me. Nobody told me about this. This has broken my heart. I've been a single mom, and I worked two, three jobs to save all my money.

This is my first job, and until I hear that it will be over for Freighthouse, all my money that I save is going to the garbage because I don't think they would give it to me, anything, but if they do, how much? $20,000?

It's not how much that I put in on it seriously. Everything is going to be updated, but at the same time the Freighthouse has a story on not just me.

More than one person has some memory in there. My customers, they say I remember Freighthouse when I was much younger, and now it's going away. It hurts. It hurts my pocket, but thank you very much.

ARCTIC GLACIER
PREMIUM ICE

February 5, 2025

Sound Transit
[Address]
[City, State, Zip Code]

Subject: Concerns Regarding Link Rail Project Along Hwy 99

Dear Sound Transit Team,

My name is Christy Flygare, and I am the Plant Manager at Arctic Glacier U.S.A., Inc., located at 8220 Pacific Hwy E, Tacoma, WA 98422. I am writing to formally express my concerns regarding the proposed installation of Link Rail, specifically in relation to the options presented in FIGURE ES-4 of the documentation provided.

As a production and distribution facility for packaged ice and related services, we serve a variety of customers, including retail, commercial, and industrial businesses. Our operations require trucks coming in and out daily, seven days a week, which necessitates uninterrupted access to our property.

As outlined, Highway 99 presents significant safety hazards that are exacerbated by its current design, particularly at the intersection with our street. Recent events, including a serious incident where a speeding vehicle collided with one of our semi-trucks, underscore the ongoing dangers associated with this route. The presence of numerous blind spots, coupled with heavy traffic and an influx of tractor trailers, creates an inherently unsafe environment for all users of the highway.

It has come to my attention that there are potential plans to close sections of Highway 99 on weekends, directly in front of our property, during construction. As we operate seven days a week, this would impede our access and significantly impact our business operations. Our trucks, which require unrestricted access for efficient service, would be adversely affected by such closures.

Furthermore, I understand that the proposed plans include the removal of the turn lane directly in front of our business. This alteration would eliminate a critical escape route relied upon by motorists, including our operations team, thereby increasing the risk of accidental harm.

The placement of proposed pillars within the existing turn lane would hinder access to our driveway for tractor trailers, necessitating a detour that would require our vehicles to travel several miles beyond our facility for re-entry.

Additionally, the proposal to remove a substantial portion of the hillside adjacent to our property for the installation of a retaining wall raises concerns regarding the vibrations associated with the light rail operation. Such vibrations could impact the structural integrity of our infrastructure, especially since our facility is situated on a hillside that has been susceptible to mudslides.

Our facility houses equipment in multiple freezer rooms that are sensitive to vibrations. The potential impact of the light rail project may compromise the operational efficacy of our machinery, such as rake systems and screw conveyors that are particularly sensitive to ground movement. Moreover, the increased noise pollution from the light rail system may further disrupt our operations, exacerbating the challenges we face.

In light of these significant concerns, we formally request that you reevaluate the proposed changes and their implications for our business operations. Thank you for your consideration of our perspective, and I look forward to your prompt response.

Sincerely,

Christy Flygare
Plant Manager
Arctic Glacier U.S.A., Inc.

Online open house submittal

Feb 10, 2025 6:07:18 pm

Brandon Huhtala

If the East Route location (instead of West) on SR99 between South Federal Way and Fife, it will have a devastating effect on my business at 8316 Pacific Hwy E Milton (SR99), due to the non-ability to turn left across Northbound traffic when coming from Federal Way. I would highly recommend choosing the West side option, where businesses and residences can be accessed much more easily on the East side, while still allowing entrance to businesses on the West side. Brandon Huhtala, owner Automotive Images

From: Josh Alday <josh.d.alday@gmail.com>
Sent: Monday, February 10, 2025 7:38 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: TDLE public comment

To the Sound Transit Board Of Directors,

Since I have become a business owner at Freighthouse Square, I have seen hundreds (if not thousands) of Sounder and Amtrak riders enjoy the food court and boutique shops during their commute. I have also seen children running around having the time of their life, birthdays, weddings, quinceaneras, concerts, conventions, craft shows, and most importantly artists and weirdos coming together to share their community with others. Please, do not kill Freighthouse.

Three of Sound Transit's proposed plans are an outright death sentence for this historically relevant building—a place that has existed for over 100 years and acted as an incubator for small businesses for nearly half of that time. The currently favored 25th Street West and the 25th Street East plans eliminate access to the food court and shops for no less than 2 years during construction with a cement overpass obstructing sunlight and view of the building after completion of the project. The Close To Sounder option demolishes the building completely, thereby erasing a piece of Tacoma history altogether.

As a result of these three plans, nearly 30 small businesses and their employees will be displaced—including one restaurant that has held residence for almost 4 decades. Furthermore the 3 event spaces within Freighthouse, largely utilized by the BIPOC community, have no equal replacement available. The Sound Transit Board Of Directors is meant to act in the best interest of the public yet it seems that ST has no desire to preserve or grow this small business community and has instead chosen apathy by kicking them out.

These three options are an exploitation of taxpayer funds that more Tacoma/PNW taxpayers should be made aware of. Sound Transit did not have their public comment hearings listed on their main calendar of events, making the information inaccessible to much of the general public. After finding out by word of mouth, I had to search for the specific time, date, and location to verify where and when these hearings were even happening. The optics of this worry me that ST wants their decision on this project to go through without a more widespread public insight. I propose that the public comment period be extended and future hearings are added to the main calendar of events to assure the public that no final decision will be made without their input seriously taken into consideration by the board.

With that being said, I implore the Sound Transit Board to choose the 26th Street alternative. This would be mutually beneficial to the future of PNW light rail and surrounding businesses. As part of this option, 2 vacant lots west of Freighthouse could be utilized for a new station, eliminating the need for demolition before new construction and preserving Tacoma history.

Freighthouse is part of the soul of Tacoma and once it's gone we won't get another one.

Sincerely,

Josh D. Alday

Public Hearing Testimony

Josh Alday

My name is Josh Alday. I am the bike shop owner inside of Freighthouse Square, and I just want to first of all say Freighthouse is one of my favorite places.

It is amazing. There's no other place in Tacoma that I could have opened a business with $2,000 in my pocket. I am one of the newer tenants, but I'm also going to be very affected by this closure of Freighthouse that's being proposed.

I am in favor of the 26th Street proposal as it seems that is the least affecting of Freighthouse Square, which while it does not have historic landmark status, it is a historic place.

Who has not gone onto the rail line and then gotten a bite to eat or shopped around? It seems like we did this already in 2018, whenever Sound Transit and Amtrak annexed part of the building, and I really do not want to see Freighthouse go away.

I own the bike shop there because of the location, because it is a major commuting hub. Sound Transit is not going to be able to relocate me to another major commuter hub in Tacoma. That's just not possible. It doesn't exist.

I would also like to propose that we extend the public comment period because two weeks of the public comments surrounded Christmas and other winter holidays, so I would like to see a two week extension past the February 10th date so that way we have more opportunity to receive public comment on the project. Thank you.

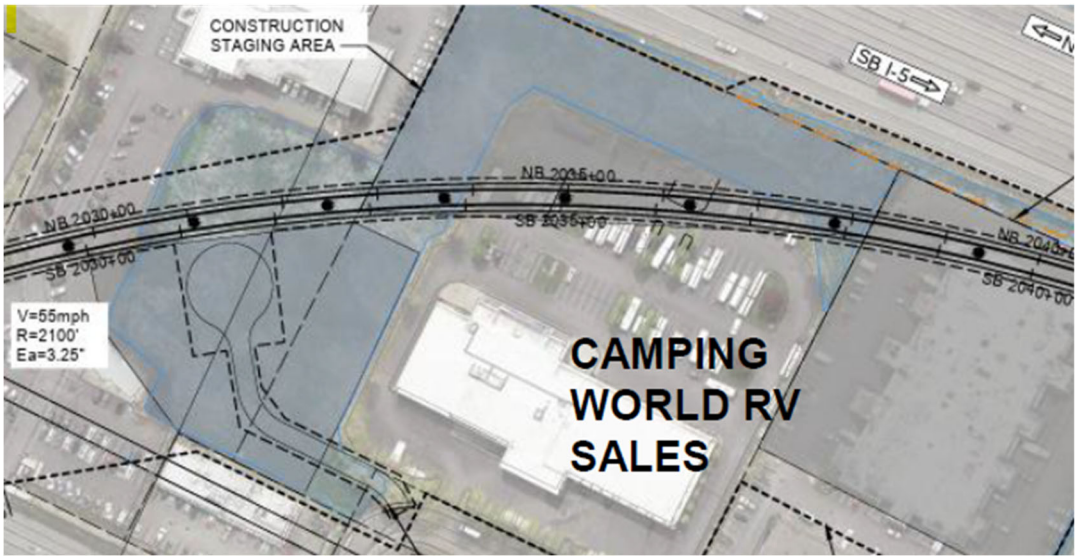
From: Kevin Kooyman <kevink@jshproperties.com>
Sent: Tuesday, February 4, 2025 5:53 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Cc: Ramachandra, Sagar <sagar.ramachandra@soundtransit.org>; Nelson, Artie <Artie.Nelson@soundtransit.org>; Kevin Kooyman <kevink@jshproperties.com>
Subject: TDLE - Comments/Concerns - Fife Camping World (4650 16th Street E, Fife, WA)

Sound Transit Team,

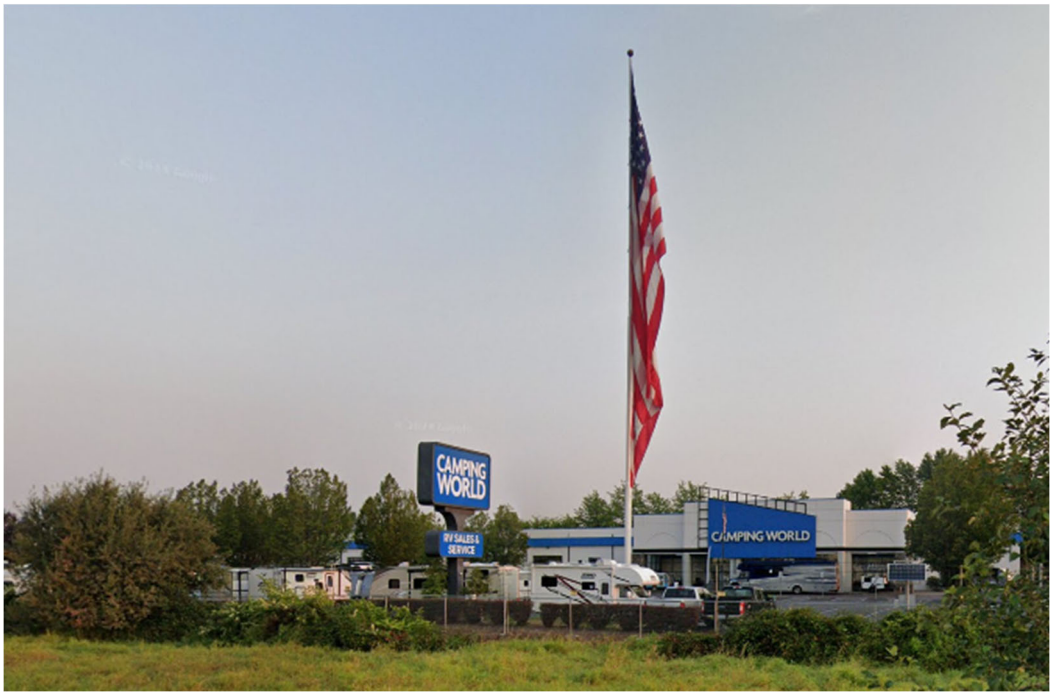
We appreciate your teams time last week to run through the TDLE Alternatives Guide with myself and the O'Brien Auto Group.

Per the meeting, your team noted that we had to provide comments/concerns on, or before, 2/10/25. As such, please consider this email as our comments on behalf of the Fife Camping World property located at **4650 16th Street E, Fife, WA** (Parcel #0320121083). I've also submitted comments using the online "Comments" option to ensure Sound Transit has received our feedback.

My family has owned this property since 1990 when the property was originally developed and constructed for Camping World. We have serious concerns regarding the proposed "Fife I-5 Alternative" route and the detrimental impacts it will have on the property. Based on the provided documents, slide 23 (attached and below) shows the rail line going directly through our property. We have concerns with both, the initial construction work and the finished product, as this will likely force our tenant, Camping World, to terminate their lease and move out. Parking is critical to the functionality and operation of the property. As you are likely aware, Camping World provides services, maintenance, and sales of RV's/travel trailers and needs ample parking to efficiently operate. The columns for the proposed route will reduce our parking count and also significantly reduce the maneuverability within the parking lot. This will reduce the marketability/value of the property substantially.



Additionally, the property currently has excellent visibility from I-5, which is a massive marketing component for Camping World and all other businesses/dealerships that are directly off the freeway. Not only would the rail line block the visibility of the building from I-5, Camping World proudly waves a large American flag (as shown below) at all of their locations and the rail line location would completely block the flag. I assume the flag would not be permitted post construction as Sound Transit would likely have concerns about the flag waving in the wind and potentially touching the rail line. Similar to the parking issue noted above, the impact of I-5 visibility will reduce the marketability/value of the property substantially.



We'd like to ensure that Sound Transit takes our concerns/comments seriously and reevaluate the proposed plans. Sound Transit's commitment should not only focus on getting a rail line to the Tacoma Dome, but also ensure the businesses that have successfully operated in the City of Fife for decades are not forced to move/relocate.

Thank you for your time and please let me know if you have any questions. Thank you!

Kevin Kooyman | VP Property Management
14900 Interurban Ave. So. Suite 130 | Seattle, WA 98168
direct 425.457.7456 | cell 206-419-7814
kevink@jshproperties.com | www.jshproperties.com
JSH | PROPERTIES, INC.

Please consider the environment before printing this email

Online open house submittal

Feb 4, 2025 9:50:58 am

Kevin Kooyman

My family has owned this property since 1990 when the property was originally developed and constructed for Camping World. We have serious concerns regarding the proposed "Fife I-5 Alternative" route and the detrimental impacts it will have on the property. Based on the provided documents, slide 23 of the "TDLE DEIS Briefing" shows the rail line going directly through our property. We have concerns with both, the initial construction work and the finished product, as this will likely force our tenant, Camping World, to terminate their lease and move out. Parking is critical to the functionality and operation of the property. As you are likely aware, Camping World provides services, maintenance, and sales of RV's/travel trailers and needs ample parking to efficiently operate. The columns for the proposed route will reduce our parking count and also significantly reduce the maneuverability within the parking lot. This will reduce the marketability/value of the property substantially. Additionally, the property currently has excellent visibility from I-5, which is a massive marketing component for Camping World and all other businesses/dealerships that are directly off the freeway. Not only would the rail line block the visibility of the building from I-5, Camping World proudly waves a large American flag (photo available if needed) at all of their locations and the rail line location would completely block the flag. I assume the flag would not be permitted post construction as Sound Transit would likely have concerns about the flag waving in the wind and potentially touching the rail line. Similar to the parking issue noted above, the impact of I-5 visibility will reduce the marketability/value of the property substantially. We'd like to ensure that Sound Transit takes our concerns/comments seriously and reevaluate the proposed plans. Sound Transit's commitment should not only focus on getting a rail line to the Tacoma Dome, but also ensure the businesses that have successfully operated in the City of Fife for decades are not forced to move/relocate. Kevin Kooyman (JSH Properties) kevink@jshproperties.com

Online open house submittal

Jan 29, 2025 9:04:44 pm

Kristin Olsen

Your study shows 9 businesses affected by the 25th st closures. There 9 restaurants, numerous offices tenants, 15 retail stores, art gallery, escape room and a temporary haunted house inside the freighthouse square building. Where are we all supposed to go?

GORDON THOMAS HONEYWELL LLP

William T. Lynn
Direct: (253) 620-6416
E-mail: blynn@gth-law.com

February 10, 2025

TDLE Draft Environmental Impact Statement Comments
c/o Elma Borbe
Sound Transit
401 South Jackson Street
Seattle WA 98104

RE: The Church of Jesus Christ of Latter-day Saints:

This letter is provided on behalf of The Church of Jesus Christ of Latter-day Saints ("Church") as a comment on the Draft Environmental Impact Statement for the Tacoma Dome Link extension. The Church owns an 11+ acre property at 1245 So 364th Way in Federal Way. It appears from maps that the I-5 alternative passes very close to or partially within the Church property. We are writing to express concerns about that alternative.

EIS COMMENTS

1. It is very difficult to offer specific comments on the impacts of the proposal because there are no specific project details as they relate to the Church property. It is unclear exactly where the route would impact the property, whether any of the Church property would be condemned, what trees would be removed, the elevation of the track and other specific information that would be necessary to fully understand the impacts of the alternative on the Church property. We contend there is insufficient information for a final Sound Transit decision on the project under applicable SEPA rules including the obligation to consider short- and long-term impacts, direct and indirect impacts and cumulative impacts so that decision-makers are fully informed. WAC 197-11-060. In light of that and the provisions of WAC 197-11-600, we believe this proposal must inevitably be the subject of more detailed review through a Supplemental EIS should the I-5 route remain under consideration beyond this initial alternative selection process. Such analysis would be essential to meeting the fundamental purposes of SEPA--to advise decision makers so they can make an informed environmental decision and select wisely among alternatives.

2. The Church intends to construct a religious temple on its property. Given the specific religious nature of the Church proposal, and the proposed temple's centrality to the religious mission of the Church, the I-5 alternative would have special impact, unlike those on other

properties. The proposed Church temple will serve a large and growing number of Church members, and special care was given to the site's selection based on its forest of trees and appearance from I-5. Temple design is to emphasize reverential ambiance and serenity, with lighting and other features to elevate spiritual thoughts. The proposal would markedly affect the Temple's visual appearance, dominating the view from I-5, with a significant impact on the exercise of Church members' right to worship in the Temple, In light of that, we ask that Sound Transit consider the Religious Land Use and Institutionalized Persons Act, 42 USC Section 2000 cc(a), which prohibits actions that impose significant burdens on the exercise of religion.

3. From the limited information available, the I-5 alternative would have a significant impact on the Church property specifically as to noise, visual impacts, loss of vegetation and other unmitigated factors. The visual impact of the rail structure and the disturbance for the trains themselves would destroy the serenity of the site, creating a nuisance for those seeking a respite. As noted above, the property is to be used for religious purposes as a kind of sanctuary and contemplative center and having numerous trains each day rumbling by the site would significantly adversely affect that experience. There are unknown but potentially significant impacts on trees, parking, setbacks and other key site features.

4. More broadly, the I-5 alternative and the corresponding I-5 station do not meet various objectives of state-wide and local planning with respect to transit-oriented development. As noted, there is very little opportunity for such development around the I-5 station site, in stark contrast to other choices. That necessarily means that the opportunities for people to walk or bike to the transit station are much more limited than they would be with other alternatives. Locating the facility near I-5 may seem simple and expedient but it fails to achieve very important goals that the transit facility should facilitate.

To quote from the Washington Department of Commerce site on Transit Oriented Development:

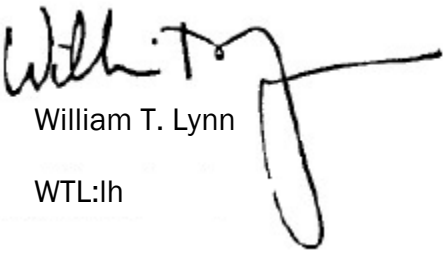
Transit-Oriented Development (TOD) is the way communities have historically developed around the world, with clusters of human development near key transportation routes like waterways and rail lines. Today, station areas plan for compact, walkable, and mixed-use development, assuming people within ½ mile will walk to access transit.

Creating more density near transit will be critical as Washington plans to accommodate future population growth, while also addressing climate change. TOD is the practice of planning for greater development intensity near transit stops, such as mixed-use buildings with employment, commercial, multifamily residential, and public spaces. In this context, public transit means transit that accommodates commuting and use as a primary transportation option, such as light rail, heavy rail, or bus rapid transit.

See also HB 1110, which made sweeping changes to encourage affordable housing, including such housing near major transit stops.

We appreciate the opportunity to comment on the alternatives and look forward to engaging further with Sound Transit. Suffice it to say, we believe there are far better environmental choices than the I-5 alternative.

Very truly yours,



William T. Lynn

WTL:lh

Christian F. Torgrimson
t: 404.665.1232
f: 404.869.6972
christiantorgrimson@parkerpoe.com

Atlanta, GA
Charleston, SC
Charlotte, NC
Columbia, SC
Greenville, SC
Raleigh, NC
Spartanburg, SC
Washington, DC

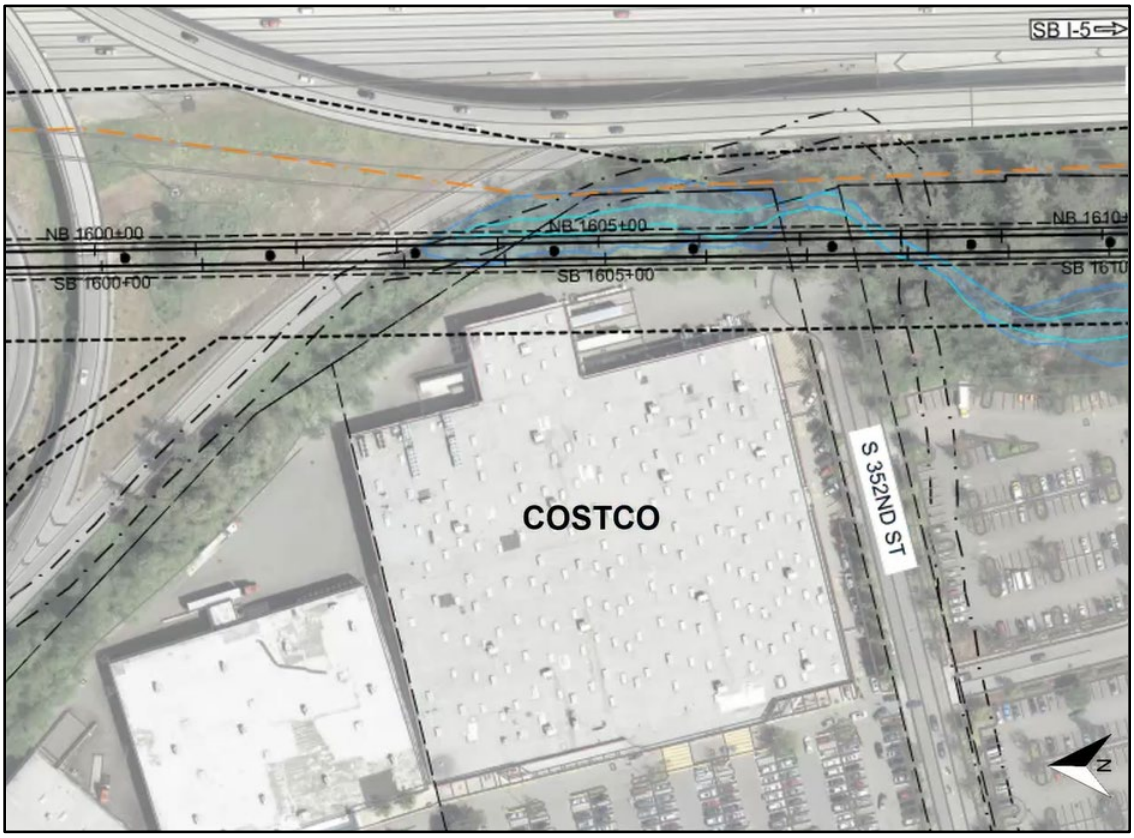
February 6, 2025

Via E-mail: tdlinkdeis@soundtransit.org

Re: **Comment Submission for Draft Environmental Impact Statement Alternatives for Tacoma Dome Link Extension Project (the "Project")**

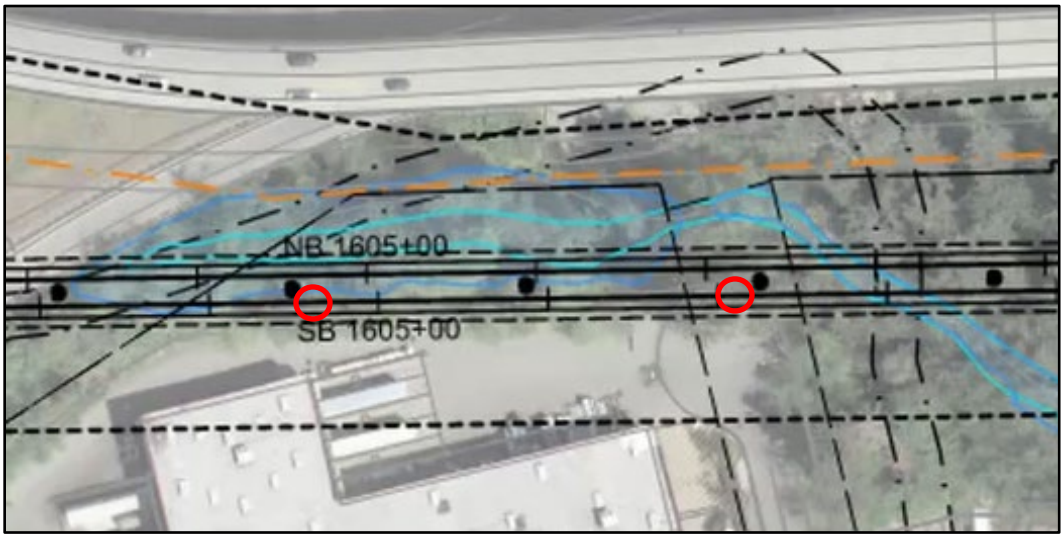
To whom it may concern:

Our firm has the pleasure of representing Costco Wholesale Corporation ("Costco") regarding the proposed, above-referenced Project. Costco owns and operates the retail warehouse located at 35100 Enchanted Pkwy., Federal Way, Washington (the "Property"). We are providing the enclosed comments as to the proposed Project alternatives. While Costco generally agrees with the objectives of the proposed Project, the SF I-5 Alternative outlined in the Draft EIS appears to have several impacts on the Costco Property that are not reflected in the 10% plans that we want to bring to your attention. The referenced plans are shown below:



a. Retaining Wall/Stream Impact: Currently, the SF I-5 Alternative shows the raised line cutting across the eastern Property boundary shown below, immediately over a stream and the current retaining wall supporting the Property, and importantly, the immediately adjacent loading bay. Due to the weight and frequency of deliveries to the Property in this area, any impact to the retaining wall or improved eastern portion of the Property would have severe effects on the Property and business operations.

b. Fire Lane and Safety: Currently, the eastern curbing within the proposed impact area of the SF I-5 Alternative is designated as a fire lane. This is a one-way lane and is already at its minimum width. Costco is concerned that impacting this area would not leave sufficient room for a temporary fire lane during construction. Furthermore, there are two fire hydrants along this curb, which would conflict with the actual improvements proposed. The general location of the hydrants is circled in red below:



c. S. 352nd St. Impacts: All alternatives, but especially the SF I-5 Alternative, have some sort of traffic impact on S. 352nd St. This street ends in a cul-de-sac, and is used as the primary access point for Costco's delivery trucks to access and turn around for the loading bays. Costco anticipates that any interferences with access and the cul-de-sac on S. 352nd St. would have severe effects on the Property and business operations.

Costco looks forward to working with you to ensure selection of the least impactful design possible for the benefit of both Costco's members and the traveling public.

Sincerely,

Christian F. Torgrimson

DBM Contractors, Inc.
Donald B. Murphy Contractors, Inc.

Corporate Office:
1220 S. 356th St., Federal Way, WA 98003
253.838.1402 Voice • 253.874.6574 Fax

Oregon / SW Washington Office
53026 NW Thornton Dr., Ste. 2, Scappoose, OR 97056
503.256.9662 Voice

February 10, 2025

Via Mail and Email

TDLE Draft Environmental Impact Statement Comments
c/o Elma Borbe
Sound Transit
401 S. Jackson St.
Seattle, WA 98104
tdlinkdeis@soundtransit.org

Re: Public Comment – TDLE Draft Environmental Impact Statement

To Whom It May Concern:

Please accept this correspondence on behalf of DBM Contractor's Inc. (DBM). DBM's comments to the TDLE Draft Environmental Impact Statement (Draft EIS) follow below. Though some of the comments below relate to the Draft EIS globally, the primary focus of the comments below pertain to the South Federal Way segment.

The Draft EIS Is Inaccurate and Incomplete

One of the presumed purposes of the Draft EIS is to allow the public to analyze the proposed routes, comment on concerns and where a preferred alternative is not identified to select one. When a multi-billion dollar decision is being made, one would expect a thorough assessment with reliable and specific sources be provided. Unfortunately, the Draft EIS fails to fully address certain elements critical to local communities and the public at large.

Looking at the issue of construction cost, the Draft EIS immediately notes that the numbers they provide are not intended to serve as a method for establishing the project budget.[1] Instead, the estimated costs in the Draft EIS are based on the current level of design, which is currently at approximately 10%.[2] Notwithstanding, Sound Transit will select route options despite not knowing the actual cost or project budget – an issue that impacts all Washington taxpayers regardless of their place of domicile. After selecting route options, a "baseline" project budget is not established until the design reaches 60%.[3] This will be the "baseline" – not the actual budget.

Moreover, Sound Transit admits there are additional unknowns: the project scope, engineering data, mitigation requirements, schedule and project delivery methods.[4] All of these factors influence

[1] TDLE Draft EIS 2024 at ES-43.
[2] Id.
[3] Id.
[4] TDLE Draft EIS 2024 at ES-44.

construction costs. But there is more. The Draft EIS notes that their methodology for estimating pricing will need to include cost increases related to estimating methodology, market conditions, design development, and scoping changes.[5] Cost increases are also expected due to cost of materials, equipment and labor.[6] Market condition adjustments are independent of and in addition to escalation concerns.[7]

Most, if not all, of the currently constructed light rail lines run alongside State freeways. This is sensible as rights-of-way already exist and there are fewer total impacts when constructing along freeways as opposed to inter-urban areas. With respect to the South Federal Way segment, a 99 East and West alternative is being considered. As a contractor in the region, DBM can confidently state that constructing an elevated rail along 99 will increase the cost of construction by a number of orders of magnitude (not to mention a multitude of safety concerns which the Draft EIS fails to address). DBM has reviewed the 99 Alternatives and believes a realistic analysis would show the 99 Alternatives will be in excess of $500 million more expensive at the time of construction that the I-5 route. In short, Sound Transit does not know the cost of constructing the specific lines in question, has not attempted to do so, and is making decisions on preferred routes when the most basic and relevant information (cost) has yet to be determined. Asking the public to comment before completing such a fundamental task is fiscally irresponsible and a disservice to Washington citizens. Moreover, in a Federal funding environment of fiscal responsibility and efficiency a cavalier approach to cost could be fatal to federal participation.

The Draft EIS attempts to summarize business and employee displacements that will result due to construction of certain routes.[8] The Draft EIS fails to include any discussion or analysis as to the effect of displacing local businesses and employees upon their families and local communities (lost jobs, lost income, loss of tax base, etc.). The estimated business and employee displacements provided by the Draft EIS appear to be made up of whole-cloth. With respect to the numbers provided, the Draft EIS cites the King County Department of Assessments, Pierce County Assessor and the U.S. Department of Energy.[9] None of these sources contain actual employee data relevant to the determination of potential displacements.

The Draft EIS reports the number of employee displacements are rounded to the closest 10 and based upon general employee-to-square-foot building ratios.[10] The Draft EIS fails to specifically look at any of the actual businesses that will be displaced and the number of employees working at those businesses. There is no specific data provided in the Draft EIS at all with respect to employee displacement. This failure to conduct due diligence was made apparent to DBM when it met recently with members of Sound Transit. Sound Transit was unaware that DBM itself employed more than half of the estimated employee displacements projected and further leased office space to 13 additional businesses located and operating out of the DBM property. The number of employees represented by the businesses operating out of the DBM property is unaccounted for in the Draft EIS and further exemplifies the incomplete and inaccurate data presented by Sound Transit.

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[5] Id.
[6] Id.
[7] Id.
[8] TDLE Draft EIS 2024 at 4.3-5 and Table 4.3-1.
[9] Id.
[10] Id.

In light of the fact that there are an additional 24 businesses potentially displaced, the effect of route alignment appears greatly understated at least with respect to the South Federal Way segment. This leaves these additional 24 businesses and their employees in the ethereal world of "you do not matter." In light of the incomplete and inaccurate business and employee displacement data, the economic impact to local communities is not considered and appears to be intentionally ignored. Asking the public to comment without such critical information is irresponsible; Sound Transit selecting preferred routes without such information is laughable.

As demonstrated above, the Draft EIS lacks transparency. This is particularly noticeable with respect to the South Federal Way segment. It appears the 99 East and West Alternatives were recently introduced due to a cultural concern that may be involved in the I-5 route. However, all written text involving that concern has been redacted. All photos involving that concern have been redacted. All maps within the Draft EIS do not depict that concern yet depict all other impacts/concerns. It is impossible to determine the nature of the concern, where it is located, or anything at all based on how the Draft EIS is currently presented. How can the public comment on what it does not know? These redactions give rise to the opportunity for legal challenges to the Draft EIS. Spending upwards of an additional half a billion dollars relying on redacted and incomplete information screams for injunctive relief and project delays.

Further and specific to the South Federal Way Segment, and the 99 Alternatives in particular, the cost, terms and conditions of leasing tribal land is alarmingly absent. The ongoing risk with an indeterminate cost for a time-limited use demands avoidance of this scenario altogether. The public has the right to know they will be building a billion dollar facility while granting a third-party landowner the right to charge anything they want when the lease renews. This is but another example of the incomplete and inaccurate nature of the Draft EIS. Accurate and complete data drives informed decisions. Bad data spawns misplaced trust in unwise decisions.

The I-5 Route is Clearly the Best Option for the South Federal Way Segment

If one were to objectively look at the proposed options for the South Federal Way Segment, one option is clearly superior to the others. That option is the I-5 route. Even though a more realistic analysis would show the I-5 route is likely $500 million less than the 99 Alternatives, the estimated numbers in the Draft EIS will be used for sake of argument. The I-5 route is upwards of $60 million less expensive than the 99 West Alternative and $180 million less expensive than the 99 East Alternative.[11] This "savings" of public tax dollars assumes everything goes according to plan … and is in 2024 dollars. If past is prologue, that will not be the case – requiring potentially additional public tax dollars upwards of several hundred million dollars if a route other than I-5 is chosen. The intentionally low estimates are alarming in their own right; they are shocking when a legitimate multiplier of 2.7 is applied. Why take that risk?

[11] TDLE Draft EIS 2024 at ES-44.

The I-5 route is clearly more preferrable than other alternatives when it comes to residential displacements, business displacements, historic & cultural resource impacts, ecosystems impacts, transportation impacts and costs.[12] Examples include the following:

- The I-5 route has three residential displacements compared to, for example, the 17 involving the 99 West Alternative.[13]
- The I-5 route only displaces 7 businesses compared to the 23-25 buisnesses that would be affected by the 99 Alternatives.[14] The economic impact to Cities, businesses and families affected cannot be understated.
    - As the Draft EIS notes: "Businesses on commercial, industrial, and institutional properties generate local tax revenues; provide employment opportunities; and contribute to the local economy."[15]
    - If displaced businesses relocate outside of a city, business and occupation taxes and retail sales taxes will experience a reduction in revenue for that area.[16]
    - The reduction of developable properties also decrease property tax revenues by lowering the potential for new construction on acquired properties.[17]
    - The Draft EIS states: "Construction spending (excluding land and equipment) tends to have a high multiplier as many of the labor and capital inputs are supplied locally. This analysis generalized output multipliers to describe the potential economic impact. Based on the multipliers in the 2021 update of the Washington State Input-Output model, every $1 million spent on construction activity supports an additional $574,000 in economic output.[18]
        - Notably, the Draft EIS fails to comment with specificity on the <u>loss</u> of such businesses to a particular City or Community, if those businesses are displaced due to the light rail project.
        - Federal Way, for example, has one such local construction business. Since 1990, it has completed over $1 Billion in construction projects. Based on the Draft EIS calculations, that is an economic impact in the area of $1.57 Billion – notably the same as the comparative cost Sound Transit has projected for the SF I-5 route in its entirety. Moreover, said amount translates to approximately $4.8 million paid in local business and occupation taxes alone.
        - Referring to the Federal Way business above, said business has paid more than $240 million in wages since 2000 – wages that are spent locally.

[12] Tacoma Dome Link Extension – Alternatives Guide, November 2024.
[13] TDLE Draft EIS 2024 at ES-19.
[14] Id.
[15] TDLE Draft EIS 2024 at p. 4.3-7.
[16] TDLE Draft EIS 2024 at p. 4.3-4 and p. 4.3-8.
[17] TDLE Draft EIS 2024 at p. 4.3-8.
[18] TDLE Draft EIS 2024 at p. 4.3-11.

- The I-5 route is estimated to displace 40 employees.[19] The 99 Alternatives are upwards of six to eight times that number.[20] The 99 Alternatives displace more employees and therefore adversely affect more families compared to the I-5 route.[21]
    - Further, the estimated number of employee displacements appears quite low. It is known that one employer in Federal Way accounts for 100-150 employees. To estimate the displacement of only 100-150 additional employees for 24 additionally displaced businesses understates the actual impact to communities and families involved.
    - The estimated number of business displacements is also understated. It is known that Sound Transit failed to account for at least 14 additional businesses located on one parcel in Federal Way.
- Visual impacts are much more severe under the 99 Alternatives than compared to the I-5 route.[22]
    - With respect to visual impacts, the 99 Alternatives include several more residential areas, a cemetary and a school – the I-5 route does not.[23]
- The 99 Alternatives have three times more noise and vibration impacts than the I-5 route.[24]
- The 99 Alternatives have more permanently impacted wetlands and wetland buffers (nearly double) than the I-5 route.[25]
- Impact to vegetation during construction and long-term is greater if the 99 Alternatives are chosen over the I-5 route.[26]
- The I-5 route does not affect any historic properties, whereas the 99 Alternatives do affect up to four historic properties.[27]
- The I-5 route does not contain geologic hazards that are found in the 99 Alternatives, such as landslides and hydric soils.[28]
- The I-5 route has signifcantly fewer high-risk hazardous material sites compared to the 99 Alternatives.[29]
- The I-5 route has significanlty fewer low and medium-risk hazardous material sites compared to the 99 Alternatives.[30]

[19] TDLE Draft EIS 2024 at ES-19.
[20] Id.
[21] TDLE Draft EIS 2024, Table 4.3-1.
[22] TDLE Draft EIS 2024 at ES-20.
[23] Id.
[24] Id.
[25] Id.
[26] TDLE Draft EIS 2024 at ES-21.
[27] Id.
[28] TDLE Draft EIS 2024, Table H6-1 at p. H6-1.
[29] TDLE Draft EIS 2024, Table H7-1 at p. H7-27.
[30] TDLE Draft EIS 2024, Table H7-2 at pp. H7-28 through H7-30.

- With respect to eligible National Register of Historic Places, none of the NRHP resources would be affected by the I-5 route.[31] All of them (a restaurant, school, multiple residences, a stable, cemetery and hotel) would be affected by the 99 Alternatives.[32]
- The 99 Alternatives have significantly more major utility conflicts than the I-5 route, including power line crossing and relocations; sanitary sewer lines; and telecom systems.[33] This would result in the need for undergound conversions, extending miles and resulting in potential service interruptions for property owners.[34]
- The 99 Alternatives require acquisition of taxable real property resulting in nearly $32 million dollar loss to local jurisdictions – nearly 4 ½ times more than the I-5 route.[35]
- The number of Section 4(f) resources, which include publicly owned parks and recreation areas; publicly owned wildlife and waterfowl refugees; and historice sites of significance, are impacted two to four times as much under then 99 Alternatives when compared to the I-5 route.[36]

Section 4(f) protects publicly owned parks, recreation areas, wildlife refuge and historic/archaeological resources.[37] Pursuant to Section 4(f), the FTA cannot approve a transportation project that will use a Section 4(f) resource unless there are no feasible and prudent avoidance alternatives to the use of a 4(f) resource and the proposed action includes all possible planning to minimize harm to the affected resource.

With respect to Section 4(f) resources, the I-5 route may involve one such resource.[38] However, that resource is not described or identified anywhere in the Draft EIS 2024 report. To the extent said resource involves the St. George Cemetery; such concerns are addressed further below. In contrast, the 99 Alternatives involve several 4(f) resources, with the 99 East Route having a greater impact on such resources in comparison to the 99 West Route.[39] The Draft EIS 2024 report also indicates, with respect to the 99 Alternatives, that additional Section 4(f) resources would have suffer a "de minimis" impact but no information is provided as to how such a determination was made or what is considered de minimis.[40] In sum, selection of either 99 Alternative would run afoul of Section 4(f) requirements as another alternative exists that avoids impact to these resources – the I-5 route.

It is further noted that the 99 Alternatives involve a more densely impacted area, with respect to transportation, residential, business and cultural concerns. Having an elevated train running through these areas when the I-5 route would run along the already existing public right of way, favors selection of the I-5 route. Where the 99 Alternatives run parallel to or within the median of SR 99, lane closures are

[31] DTLE Draft EIS 2024 at J5-260.
[32] Id.
[33] TDLE Draft EIS 2024 at p. 4.15-5, Table 4.15-2; Table H8-2.
[34] TDLE Draft EIS 2024 at pp. H8-12 through H8-13.
[35] TDLE Draft EIS 2024 at p. 4.3-9, Table 4.3-2.
[36] TDLE Draft EIS 2024 at ES-21.
[37] 23 CFR Part 774, codified in 49 U.S.C. § 303.
[38] TDLE Draft EIS 2024, Table 4.18-2.
[39] Id.
[40] Id.

expected for 1-2 ½ years.[41] The I-5 route does not have similar traffic closures/disruptions. Moreover, construction in the SR 99 corridor would likely add 25-30% to the estimated construction costs versus open field construction of the I-5 route. As mentioned above, the I-5 route runs along the already existing public right of way. Whereas the 99 Alternatives would require the need of negotiated construction easements and negotiated long-term renewable leases.[42] The Draft EIS provides no information concerning the terms or tenure of such leases. Notwithstanding, it seems irresponsible to construct a nearly $2 billion project where future operation is dependent upon negotiating renewable easements.

Based on the above, it is clear that the I-5 route should be the preferred choice over the 99 Alternatives whether the motivation is cost, environmental impacts, transportation impacts, residential displacements, business displacements and/or preservation of historical resources. The 99 Alternatives have far greater impacts across the board when compared to the I-5 route. If Sound Transit were to apply the same rationale it used in designating the Preferred FW Enchanted Parkway Route over the FW Enchanted Parkway Alternative with FW Design Option, Sound Transit would select the I-5 route as the preferred route over the 99 Alternatives.[43] All relevant factors and considerations support the conclusion that the I-5 route is the objectively logical route that should be selected.

Tribal Concerns – St. George's Cemetery

With respect to the St. George's cemetery, estimates are that approximately 250 person were buried there, including Native Americans , nuns and pioneers.[44] The location and the identity of most of those interred is sketchy at best.[45] Most of the graves were moved to a Tacoma Cemetery many years ago, while vandals have damaged those that remain.[46] "The original St. George's Cemetery area was unfortunately not cleaned up from the earlier vandalism and is not currently being maintained by either the Gethsemane Cemetery staff or the Puyallup Indian Nation. Access is almost impossible as the area in [sic] overgrown in spring and summer and very muddy in fall and winter."[47]

In 2017, a cultural resource assessment was prepared to address the Long-Range Master Plan developments of the Gethsemane cemetery, which abuts the St. George cemetery.[48] In essence, the Plan was to guide construction to expand the Gethsemane Cemetery over the next 50 years. Such expansion included burials, driveways, shrines, a mausoleum and landscaping.[49] The cultural assessment was tasked,

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[41] TDLE Draft EIS 2024 at ES-17.
[42] TDLE Draft EIS 2024 at 4.1-10; Table 4.1-3.
[43] TDLE Draft EIS 2024 at ES-13 and Table ES-2. (Preferred alternative has fewer residential displacements; less visual impacts; less noise impacts; less vegetation, wetland buffer and stream impacts.)
[44] Father Peter Hylebos, St. George's Indian School and Cemetery, Dick Caster, p. 22, July 9, 2009.
[45] Id.
[46] Id.
[47] Caster, p. 23.
[48] Cultural Resources Assessment for the Gethsemane Cemetery Phased Long-Range Master Plan Federal Way, King County, Washington, SWCA Environmental Consultants, January 31, 2017.
[49] Id. at p. 1.

among other things, to comment upon the potential discovery of significant archaeological resources or human remains.[50] The cultural assessment concluded: "Based on the land-use history and documented demolition and removal of the St. George's Indian School buildings, significant archeological resources were not expected to be encountered in primary context within most of the project area."[51] It is understood that the plan was ultimately approved and permitted.

Meanwhile, the Sound Transit Light Rail Expansion Project began to take shape. With respect to the Federal Way to Tacoma connection, an I-5 route and alternative SR 99 routes were shared with the Puyallup Tribe (Tribe). In May of 2019, the Tribe stated that the SR 99 alignment would pose a multitude of property impacts to tribal members.[52] Instead, the Tribe preferred the I-5 alignment because there were fewer impacts to tribal property along I-5.[53] While ***potential*** cultural resource impacts exist near the St. George property, the impacts can be properly addressed (minimized or avoided).[54]

For purposes of the 2024 TDLE Draft EIS, the area of potential effects (APE) was widened at three areas, two of which were Gethsemane and St. George's cemeteries.[55] The study area used for the literature review was a 1-mile radius greater than the expanded APE.[56] The effect of such expansion was to include the cemeteries in their entirety.[57] The expansion of the APE to include the cemeteries was at the request of the Puyallup Tribe, though comments presumably as to why were redacted.[58] The Draft EIS concludes that the potential to encounter unrecorded archaeological resources is generally low.[59] The "low" probability is likely premised on the fact, as stated by the Draft EIS, that **"[t]he cemeteries are located outside of the proposed area of ground disturbance or impact from the project**."[60] This fact is buttressed by review of land parcel numbers and the proposed I-5 route. The St. George's cemetery is located within King County parcel 3221049134. Figures H1-11 and Figures H1-18 of the 2024 Draft EIS clearly demonstrate that the I-5 route does not impose upon and remains outside of the parcel number(s) containing the Gethsemane and St. George's cemeteries.[61]

With respect to the I-5 route, two culturally sensitive areas were noted (45KI867) and (45KI1586).[62] All information pertaining to these references have been redacted, effectively precluding public analysis and/or comment. Moreover, the location of these two areas are not identified in any of the maps contained

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[50] Id.
[51] Id. at p. 55
[52] May 2019 Scoping Summary Report, P. 13
[53] Id.
[54] Id.
[55] TDLE Draft EIS 2024 at 4.16-2.
[56] Id.
[57] TDLE Draft EIS 2024 at J5-17.
[58] TDLE Draft EIS 2024 at J5-86.
[59] TDLE Draft EIS 2024 at p. 4.16-15.
[60] TDLE Draft EIS 2024 at J5-86.
[61] TDLE Draft EIS 2024, Figure H1-11 and Figure H1-18.
[62] TDLE Draft EIS 2024 at 4.16-15.

within the 2024 Draft EIS. Accordingly, it is impossible to locate, interpret or comment on these two locations. All that is known is one area (45KI1586) appears to involve an eligible NRHP[63]; while the other (45KI867) relates to the St. George's cemetery[64], which as noted above, is located outside of the proposed area of ground disturbance or impact from the project.[65] Further, it is worth mentioning that a cemetery access road at St. George Cemetery was constructed in 2021 and no mention is made of impacts or concerns arising from that project.[66]

A letter from the Tribe, dated February 6, 2023, conveys the Tribe's concern with respect to the St. George cemetery. The Tribe states that "potential" impacts to cultural resources are too high and unavoidable.[67] The cultural concern is not identified; the potential for impact is not addressed; and the Tribe does not reconcile how the "potential" impact is unavoidable in light of its prior comments in 2019.[68] Compared to the Tribe's February 2023 comments involving other areas of the project (Puyallup River Crossing and the Fife Station Location), which do raise specific concerns; the Tribe's comments concerning the South Federal Way Alignment are conclusory and speculative.[69] Perhaps this is because the parcel records, proposed route and the 2024 Draft EIS all demonstrate that the St. George's cemetery is outside the project's zone of impact, which would be consistent with the Tribe's initial position as expressed in 2019.[70] Based on the information presented, one can only conclude that the I-5 route does <u>not</u> impact the St. George cemetery.

<u>With Respect to the 99 Alternatives – 99 East is Clearly The Least Desirable Option</u>

The 99 East Alternative, when compared to the 99 West Alternative, should not be chosen because:

- The 99 East Alternative is more expensive – upwards of $117 million more – in today's dollars and assuming the project schedule experiences no delays.[71]
- The 99 East Alternative impacts more significant existing businesses.
    - The 99 East Alternative has a specific impact of tax-based revenues upon the City of Federal Way as explained next.
    - As the Draft EIS notes: "Businesses on commercial, industrial, and institutional properties generate local tax revenues; provide employment opportunities; and contribute to the local economy."[72]

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[63] Id.
[64] Id.
[65] TDLE Draft EIS 2024 at J5-86.
[66] TDLE Draft EIS 2024, Figure G-2 and Table G-1 at page G-8.
[67] Puyallup Tribe of Indians, correspondence dated 2/6/2023.
[68] Id.; May 2019 Scoping Summary Report, P. 13
[69] Puyallup Tribe of Indians, correspondence dated 2/6/2023.
[70] TDLE Draft EIS 2024 at J5-86; TDLE Draft EIS 2024, Figure H1-11 and Figure H1-18; May 2019 Scoping Summary Report, P. 13.
[71] TDLE Draft EIS 2024 at ES-16.
[72] TDLE Draft EIS 2024 at p. 4.3-7.

- If displaced businesses relocate outside of a city, business and occupation taxes and retail sales taxes will experience a reduction in revenue for that area.[73]
- The reduction of developable properties also decrease property tax revenues by lowering the potential for new construction on acquired properties.[74]
- The Draft EIS states: "Construction spending (excluding land and equipment) tends to have a high multiplier as many of the labor and capital inputs are supplied locally. This analysis generalized output multipliers to describe the potential economic impact. Based on the multipliers in the 2021 update of the Washington State Input-Output model, every $1 million spent on construction activity supports an additional $574,000 in economic output.[75]
    - Notably, the Draft EIS fails to comment on the loss of such businesses to a particular City or Community, if those businesses are displaced due to the light rail project.
    - Federal Way, for example, has one such local construction business. Since 1990, it has completed over $1 Billion in construction projects. Based on the Draft EIS calculations, that is an economic impact in the area of $1.57 Billion – notably the same as the comparative cost Sound Transit has projected for the SF I-5 route in its entirety. Moreover, said amount translates to approximately $4.8 million paid in local business and occupation taxes alone.
    - Referring to the Federal Way business above, said business has paid more than $240 million in wages since 2000 – wages that are spent locally.
    - Sound Transit admits that businesses such as the one noted above are difficult to relocate and will likely need to look outside the market area (defined as Federal Way, Milton, Fife and Tacoma) for a suitable relocation site.[76]

- The 99 East Alternative will displace more employees and therefore adversely affect more families.[77]
    - Further, the estimated number of employee displacements appears quite low. It is known that one employer in Federal Way accounts for 100-150 employees. To estimate the displacement of only 150 additional employees for 24 additionally displaced businesses understates the actual impact to communities and families involved.
- Selection of the 99 East Alternative would run contrary to the City of Federal Way's goal of retaining businesses, jobs and investment as explained above.[78]
- The 99 East Alternative requires the need to obtain more acreage and rights-of-way than the 99 West Alternative.[79]

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[73] TDLE Draft EIS 2024 at p. 4.3-4 and p. 4.3-8.
[74] TDLE Draft EIS 2024 at p. 4.3-8.
[75] TDLE Draft EIS 2024 at p. 4.3-11.
[76] TDLE Draft EIS 2024 at p. H1-111.
[77] TDLE Draft EIS 2024, Table 4.3-1.
[78] TDLE Draft EIS 2024, Table H2-4 at p. H2-16.
[79] TDLE Draft EIS 2024, Table H1-7 and Table H1-8.

- The 99 East Alternative impacts a greater amount of wetlands and streams.[80] Selection of the 99 East Alternative would be contrary to the City of Federal Way's stated goals and policies to protect the natural environment, particularly where alternatives exist (I-5 and 99 West) that would lessen such impacts.[81]
- The 99 East Alternative has greater transportation impacts.[82]
- The 99 East Alternative would have greater noise impacts.[83]
- The 99 East Alternative has less access for pedestrians and bicyclists, resulting in greater safety concerns.
- The 99 East Alternative has significantly more major utility conflicts, including power line crossing and relocations; sanitary sewer lines; and telecom systems.[84]

In sum, the 99 East Alternative has greater impacts and significantly more long-term economic impacts to both the Washington taxpayers and the specific Cities, businesses, employees and families that would be affected should the 99 East Alternative be chosen over the 99 West Alternative. Though the 99 West Alternative impacts are less than the 99 East Alternative, the impacts and economic consequences are still significant. All of that could be avoided if the I-5 route was chosen as the preferred route with respect to the South Federal Way Segment.

Station Location – 99 Alternatives

The location of the South Federal Way station is a critical part of the design. The choice of location between the Enchanted Parkway and the 352nd locations have significantly different impacts both in traffic and economics. The EIS is silent on these impacts and requires further study.

It should be noted that the intersection of 356th and Enchanted Parkway is slated for a tight radius Traffic Circle making the 352nd location problematic for bus transit. Moreover, The Enchanted Parkway station has more access to existing transit, more existing sidewalks and more bicycle infrastructure when compared to the 352nd location.[85] As a result, the 352nd station location would require additional cost and construction to improve accessibility.[86] Notwithstanding the concerns noted herein, DBM's position is that it prefers the SF 99 Enchanted station location.

[80] TDLE Draft EIS 2024 at ES-16.
[81] TDLE Draft EIS 2024, Table H2-4 at p. H2-16 and H2-17.
[82] TDLE Draft EIS 2024 at ES-16.
[83] TDLE Draft EIS 2024 at ES-17.
[84] TDLE Draft EIS 2024 at p. 4.15-5, Table 4.15-2, Table H8-2.
[85] TDLE Station Area Planning Report December 2024 at pp.12-13.
[86] Id.

Summary

Multi-billion dollar decisions should be thoroughly vetted before public comment is requested and action is taken. Fundamental factors such as cost, business/employee/residential displacements, and adverse effects to local communities should be disclosed with particularity and specificity so that informed comments and decisions can be made. The Draft EIS falls short and should be reissued after further study in order to fully address the fundamental concerns noted above. Doing so would better serve the public and likely allow Sound Transit to make a more cost-effective and well-reasoned determination.

Should Sound Transit elect to proceed nonetheless, with respect to the South Federal Way segment it is clear that the I-5 route should be the preferred choice over the 99 Alternatives. The I-5 route is the superior route whether the concern is cost, environmental impacts, transportation impacts, residential displacements, business displacements and/or preservation of historical resources. The only argument against the I-5 route appears to be an unknown, redacted cultural concern likely associated with St. George's cemetery. However, the Draft EIS clearly states that St. George's cemetery is located outside of the proposed area of ground disturbance or impact from the project. No evidence to the contrary has been presented through the Draft EIS. DBM prefers the I-5 route.

Should Sound Transit elect to forego the I-5 route and spend hundreds of millions of dollars with the upside of additional adverse impacts by selecting one of the 99 Alternatives, then DBM prefers the 99 West Alternative with the SF 99 Enchanted station location. In sum, the 99 East Alternative has greater impacts and significantly more long-term economic impacts to both the Washington taxpayers and the specific Cities, businesses, employees and families that would be affected should the 99 East Alternative be chosen over the 99 West Alternative.

This said, DBM is fighting for its employees and the continuity of our business. We do not intend to go placidly into the good night while Sound Transit threatens our business and our employees.

Thank you in advance for your consideration.

Regards,

Michael B. Murphy
Michael B. Murphy
Owner

Todd Jarvis
Todd Jarvis
President

Dennis Woods
Dennis Woods
Corporate Counsel

950 Pacific Ave, Suite 300 | Tacoma, WA 98402

February 10, 2025

TDLE Draft Environmental Impact Statement Comments
c/o Elma Borbe
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: Tacoma Dome Link Extension Draft Environmental Impact Statement

Dear Sound Transit Board of Directors,

On behalf of the Downtown On the Go, I am writing to provide comments regarding the Tacoma Dome Link Extension (TDLE) Draft Environmental Impact Statement (DEIS).

Downtown On the Go (DOTG) is the transportation advocate and resource for anyone whose life is in the greater Tacoma area. We work across sectors to make Tacoma a better place to walk, bike, and take transit.

The TDLE project is critical for connecting Tacoma and the South Sound to downtown Seattle and SeaTac Airport. TDLE represents a tremendous investment in transit, and it is imperative that the completed project be designed to best serve riders for generations to come.

While we appreciate the details provided in the DEIS, DOTG feels that we do not have sufficient information to make a recommendation to the board regarding station alignment at Portland Avenue and Tacoma Dome. We would like to see clearer estimates on the costs of each potential alignment, construction timelines and impacts, and potential impacts and mitigations for Dome District businesses.

In lieu of supporting specific station alignments at this time, DOTG would like to offer our suggestions and priorities for station selection. Overall, we ask the board to prioritize multi-modal connectivity, safe station access, and mitigations to businesses impacted by station construction.

Portland Avenue Station

The Portland Avenue Station presents unique alignment challenges due to its relatively isolated location. Safe multi-modal connectivity should be the top priority in finalizing the Portland Avenue Station alignment. This station is expected to be most utilized by workers and visitors traveling to the Emerald Queen Casino, residents of East Tacoma, and potentially workers in the

Port of Tacoma. These riders are very likely to be walking or cycling to access the station or reach their final destination. At present, the area surrounding the Portland Avenue Station is very hostile to active transportation and is identified in the City of Tacoma's Vision Zero High Risk Network as a high crash corridor.

Regardless of the final station alignment, Sound Transit must prioritize investment in safe access to the station, particularly along Portland Avenue. Completing the station without additional safety and access improvements will result in an increase in serious and fatal injury crashes. This can be avoided with proper investment in needed infrastructure and meaningful collaboration with the City of Tacoma.

Additionally, the area is currently only served by Pierce Transit Route 41 for local transit service, operating at 30 minute headways. We ask Sound Transit to prioritize collaboration with Pierce Transit to provide more frequent local transit service to the station.

Tacoma Dome Station

Tacoma Dome Station is the South Sound's premiere transit hub, connecting residents and visitors to local and regional transit options. It is critically important that the new Link station be integrated into the existing multi-modal landscape of Tacoma Dome Station, ensuring easy, accessible, and convenient transfers between modes. This is necessary to promote local transit use to access regional light rail and to encourage active transportation. To best utilize funding towards transit rather than parking, Sound Transit must make it easy to choose non-SOV travel to the station.

In order to facilitate multi-modal access, station alignment should prioritize proximity to existing bus, T Line, and Sounder service. Additionally, the station should be proximal to upcoming active transportation projects, both from the City of Tacoma and as part of Sound Transit's Tacoma Dome Access Improvements project. Key projects include Tacoma's Puyallup Avenue Complete Streets project and the spuyaləpabš Trail which will connect Tacoma to Puyallup via Puyallup Avenue.

It is clear that all potential station alignments will have significant impacts on local businesses in the Dome District, particularly in Freighthouse Square. Many of the Freighthouse Square businesses are immigrant, refugee, and BIPOC owned. It is important that these business owners receive thoughtful engagement regarding the different impacts of the potential station alignments, and clear information on the mitigations that may be offered to them. This outreach must be done with cultural competency, including the use of translated materials and interpretation services where needed. These businesses are particularly vulnerable to being lost in the bureaucratic process, and deserve to be fully informed in order to make the best decisions for their businesses. We encourage Sound Transit to prioritize the best outcomes for these businesses, including cash payments and relocation services, in the alignment decision process, and to work collaboratively with the City of Tacoma..

DOTG is concerned about potential long-term impacts to local T Line service associated with the two 25th Street alignments. With the recent opening of the Hilltop Tacoma Link Extension, the T Line is seeing an increase in ridership. Closure of the full T Line is likely to negatively impact ridership, even after its reopening and with the use of bus bridges in the interim. Its closure would be felt across the downtown, Stadium, and Hilltop neighborhoods, impacting local access to jobs, restaurants, and hospitals.

More information is needed regarding the replacement of the Amtrak Station associated with the Close to Sounder alignment. We are concerned about the potentially significant costs associated with this replacement, and the logistics of relocating Amtrak and Sounder service during construction. We ask that Sound Transit ensure that more information is provided to the public once it is available.

Regarding the full TDLE project, we ask the board to keep project delivery top of mind. TDLE has already been delayed five years from its original service date of 2030, leaving Tacoma and Pierce County left out of the light rail spine. The South Sound deserves connected service and full dedication from Sound Transit in avoiding additional project delays.

We're excited about the TDLE project progressing and look forward to engaging with the board further during the alignment selection process.

Sincerely,

Laura Svancarek

Laura Svancarek,
Interim Executive Director

From: Lonny Murrey <lonnym@fastcoinc.com>
Sent: Thursday, February 6, 2025 8:45 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Cc: Max Murrey <max@fastcoinc.com>; Mady Murrey <madymurrey@gmail.com>
Subject: Public Comment

Hi,

My business Fastco Inc is located at 2650 Bay St in Tacoma that is on the footprint of the Portland Avenue Station preferred site. I have been aware that we have been in this path for several years and now it appears that relocation for my business is slowly becoming a reality and is very concerning. Our building, which we own, is 10,000 square feet and is in a perfect location, with great I-5, River Road and Portland Avenue access and is visible from I-5, so we are seen by thousands of potential customers every day. I have been looking for a replacement building for several years without luck, as we have been in Tacoma for over 60 years and I am afraid that if we move too far away it will impact our business. I do understand that progress has to happen and many, many businesses and families will be impacted and Sound Transit is faced with many difficult decisions.

I am in favor of the alternate Portland Avenue Station site and am hoping that with this choice, will be able to stay at our current site which is located at the very eastern corner of our block, and it appears by the TDLE site map that our property may not be needed. I realize that we would be impacted during the construction process and that is a price I am willing to pay.

Thank you for this opportunity to make an official comment. I would be happy to meet at any time to discuss this further, or to host your representatives and my business for a tour.

Warm Regards,

LONNY MURREY

Office: (253) 383-1767

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February 5, 2025

VIA EMAIL

Sound Transit
c/o Elma Borbe
401 S. Jackson St.
Seattle, WA 98104
Email: tdlinkdeis@soundtransit.org

Re: Comment Letter on TDLE Adverse Impacts on Gethsemane Catholic Cemetery
Draft Environmental Impact Statement for the Tacoma Dome Link Extension

Dear Ms. Borbe:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Tacoma Dome Link Extension (TDLE). We are commenting on behalf of Associated Catholic Cemeteries, the owner and operator of the Gethsemane Cemetery located on SR 99 in south Federal Way. Two of the Alternatives for the TDLE in South Federal Way run along SR 99 adjacent to the Cemetery. It is the impact of those Alternatives that are the subject of this letter.

The Cemetery is sacred ground. Its function is essential to Catholic Faith. It is a place of quiet and sacred reflection. Thus, we must assure that the current and future burials, funerals, religious practices, opportunities for prayer and reflection are not disrupted, and that exiting access to the Cemetery is not blocked by either construction or operation of the TDLE.

Sound Transit Staff have visited the Cemetery. Sound Transit Staff understand that any Guideway along SR 99 cannot require exhuming and reburying those who are resting in peace in the Cemetery. Sound Transit Staff also understand that most of the funeral processions and visitors to the Cemetery arrive from the north and that the existing SR 99 southbound left turn lane into the Cemetery cannot be disrupted. It appears that the SR 99 West Alternative would not adversely impact the Cemetery, so we strongly favor that Alternative if the Guideway is going to run down SR 99. Any planning for the SR 99 East Alternative must protect the southbound left turn lane into the Cemetery. Finally, the construction and operation of the TDLE adjacent to the Cemetery must include special noise and vibration suppression measures.

jhempelmann@cairncross.com
direct: (206) 254-4400

To assure these outcomes to protect the Cemetery and those it serves, we can facilitate any needed access to the Cemetery for Sound Transit staff, consultants and contractors.

Very Truly Yours,

John Hempelmann

JWH/kgb

From: Rob Graham GRV <rob@grahamrealventures.com>
Sent: Tuesday, January 14, 2025 8:14 PM
To: Ramachandra, Sagar <sagar.ramachandra@soundtransit.org>
Cc: Tacoma Dome Link Extension <tdlink@soundtransit.org>; Nelson, Artie <Artie.Nelson@soundtransit.org>
Subject: RE: [EXTERNAL SENDER] Follow-up and regarding your call

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the "fish" button in Outlook. Thank you! ST Information Security

Sagar,

Thank you for your call on Monday. As I told you during our conversation, I have had Six takings or partial takings and five of them in just the last few years. One taking in Renton, two in Federal way and three in Fife by WASDOT. Although Graham Real Ventures owns Real Estate, I own several other companies that are transportation related and are primarily Port Drayage. Our business model was solid, and our companies have done very well as a result. Our strategy was to obtain properties along the I-5 corridor with proximity to the ports we serve, we could then have flexibility to lease properties to our own companies or to others during times we don't need them ourselves. This strategy is the primary reason for our success as many of our competitors are now forced to pay drivers and burn fuel to drive as much as two hours to the ports. Over the past decade close in cities have been finding creative ways to push trucking companies out, this can happen in many ways, rezoning is just one. We have even attempted to purchase existing trucking facilities that have been rejected on technicalities, the latest example being Fife community development director saying it was not the same use because the semi-trucks were LTL not full load. In an earlier conversation this same person said trucks tear up their roads and don't pay for them, when I explained that trucking companies pay more road tax than any other companies on the planet, he said "yeah but we don't get the money." During the last taking by WASDOT I had enough and was at my wits end, I told them I did not need or want money, it does nothing to help me maintain our competitive edge. WASDOT finally being sympathetic to my situation, traded industrial remnant parcels rather than money, the problem now is that I have spent over half a million dollars trying to develop the properties and Fife continues to reject the project on what Barghausen engineers tell me are unusual and suspect. The city has also notified us that they are rezoning these parcels to residential. Regardless of what you pay me for my 3.5-acre property in Fife, I won't likely be able to replace it anywhere in the area.

What I need to know from sound transit is, are they willing to buy the air space only for the light rail? As I mentioned to you, I don't know what sense it makes to meet or discuss anything until we know the answer to that question. If we need to relocate for a time during construction, we can find a way to do that but as I mentioned, both Graham ventures and WADOT own vacant land at 12th street east and 62nd (see attached) that could be used for staging and construction as well.

I look forward to the day I can get back to my regular business and can be left alone by a government that seems hell bent on taking what I have worked so hard to assemble.

Please feel free to respond with any questions or clarifications.

Rob Graham

Graham®
Real Ventures LLC

From: Reisingert <reisingert@aol.com>
To: Christina Flygare <clflygare@gmail.com>; Brett Willberg <bwillberg@arcticglacier.com>
Sent: Thursday, January 30, 2025 at 11:03:47 AM PST
Subject: TDLE segment alternative SF 99 West and SF99 East

Dear Sound Transit: My name is Richard Reisinger and I own through Holgate Street Proprties LLC the land and building located at 8220 Pacific Hwy. E. , Milton WA 98422 on the south-east corner of Hwy 99 and Johnson Road NE. This site is currently in a long term lease to Arctic Glacier Premium Ice (formerly Star Ice & Fuel) and is a packaged ice production plant. I have owned this site since 2009. During these fifteen plus years I have learned that the relatively short section of Hwy 99 running north from Porter Way in Milton to just north of So. 373rd St. in Federal Way is a death trap for pedestrians and motorists. During that time I have counted over a half dozen road fatalities as well as numerous serious injuries along this stretch. What makes this stretch of roadway so deadly is a lethal mixture of blind spots caused by road curvature and grade variation made worse by the large number of commercial trailer trucks entering, exiting, and passing through combined with reckless motorist driving at very excessive speeds. Plans SF 99 West and SF 99 East will both make a deadly situation more deadly by adding additional complexity to an already dangerous stretch of highway. SF 99 East would be the worst choice as it would place a row of support pillars down the middle of Hwy 99 taking out the existing turn lane and creating many more blind spots blocking the view of oncoming excessive speed traffic. Also this turn lane provides an escape lane to get out of the way of speeding vehicles. SF 99 West would be better but it still would add unwanted complexity and would limit future widening of Hwy 99. By far the best option would be either SF I-5 or SF Enchanted Parkway as these would not contribute to the existing carnage on Hwy 99. Also, be aware that my building houses three custom built freezor rooms with special refrigerated floors, a machanical ice rake, and a system of screw conveyors that are very sensitive to any vibration. I have serious concerns about how constant train vibration will effect their operations. You can phone me at 253 255-8335 or I would be happy to meet with any of your people at the site.

Online open house submittal

Feb 9, 2025 7:39:28 pm

William Cho

Dear : Sound Transit Board My name is Willie Cho, and I am the Owner/Operator and franchisee of the McDonald's restaurant located at 1737 51st Avenue East, Fife, Washington. The real property at the site is owned by McDonald's Real Estate Company. This restaurant, opened in 1981, has been upgraded a number of times through the years and has proven a great location for me to grow my business. I am a minority business owner who has successfully operated this restaurant since 2003. I write to you today to convey my strong desire that the Sound Transit Board and City of Fife to void a configuration for 54th Avenue and I-5 Interchange that would condemn my restaurant. This location is one of the busiest and most successful McDonald's in Washington, a fact of which I am extremely proud. A taking of this location would be devastating. I have worked hard over many years to become a valuable member of the business community in North Pierce County and South King County. This McDonald's is located at the gateway to the city center core of Fife. The restaurant serves the immediate business and residential community in Fife as well as commuters and the freight community that travel both the I-5 and Pacific Highway corridors. It has been a community fixture for more than 40 years. I currently employ 70 people at this location. My organization provides entry-level jobs to individuals just starting out in the job market, as well as students needing flexible work hours and a dependable employer, with ample opportunity for advancement. We also have the unique ability to be a first-generation employer. We are very proud to have helped launch so many careers to so many individuals that speak English as a second language as well as launching the careers of many of our youth. In addition, I am proud of our including strategy for hiring. In the past several years, we promoted X women and people of color into our management ranks with commensurate salaries. The ability to provide job opportunities to our community is ubiquitous with all McDonald Restaurant locations. The ability to provide so many job opportunities, quite literally in the thousands over the years, since its inception, is extraordinary to this McDonald's in Fife because of its unique location resulting in its tremendous volume and popularity within the community. A taking at this location would have a detrimental impact to the community because of the loss of these jobs. It is important to note that this location is one of the largest restaurant contributors to the local and global Ronald McDonald House Charities through its Canister Give a Hand, Fry and Shake donation and match programs. Additionally, this McDonald's has a great relationship with the public and private schools within the Fife area. We have a unique McDonald's fundraising program called McTeacher's Night that serves area schools with additional revenue. A taking at this location would be very damaging to my business, my employees, and the community. My organization provides valuable tax revenues, job resources, training, and support to the community. I would also like to stress that a large portion of business comes through the drive-thru at this location, so any taking of the drive-thru area, even a small portion, would be very damaging if not fatal. Finally, from an economic point of view, not only the location but also the age of the property allows me as the franchisee to pay a much lower rent from my Franchisor, McDonald's USA LLC. If I am forced to relocate not only will I likely get a much inferior location (leading to lower sales), I will also have a much greater rent factor (leading to lower margins on those lower sales). For these reasons, I respectfully request that the Sound Transit Board and City work with me to explore modifications to the

favored alignment that would not impact my restaurant. Sincerely, William Cho Owner/Operator McDonald's Restaurant 1737 51st AV E. Fife, WA 98424 253 740 9588

Online open house submittal

Feb 10, 2025 4:15:02 pm

Eric Hansen

Hi, I am writing to show concern for the developments as they relate to the O'Brien Auto Group parcels and impacts from the Sound Transit design and pathways currently in consideration. The currently proposed locations present severe impacts to the businesses in the area. The disruption to business, restriction to access, taking of property and length of construction disruption will very likely force businesses out of the area. We would recommend an option for a path farther the north on 12th Street E or similar that would move the disruption away from the retail core of business.

Online open house submittal

Feb 10, 2025 3:29:21 pm

Joseph Pew

I am writing to express my opposition to the proposed routes for the Sound Transit Tacoma Dome Link Extension, specifically the proposed routes through Fife. The proposed routes will cause catastrophic damage to local businesses while penalizing property owners who chose to support the local economies. First, taking areas of the properties which house businesses along the proposed routes will affect the business operations far beyond merely taking space. Many of those businesses, for example the auto dealerships, have specific space requirements set by the automobile manufacturers in the respective franchise agreements. Each of the proposed routes takes enough space to potentially risk violating those franchise agreements, which would render the business non-viable and unable to continue. Further, the proposed routes will each take significant portions of the properties on which improvements have already been made. Taking those areas will render the improvements (such as showrooms or service areas) impossible to use, requiring property owners to forego existing buildings and/or construct new buildings in order to operate. Finally, the proposed routes will drastically impact inventory storage and display, customer parking, and access to the properties, both during construction and afterwards. Each of those will severely damage the ability of the business to continue to operate in that space. Second, even without taking property, each of the proposed routes will greatly impact and damage the currently existing businesses by limiting access and visibility to the properties. The property owners carefully chose to invest in their respective locations years ago for a variety of reasons. One of those reasons was surely easy visibility and access from both I-5 and Pacific Highway. The proposed routes will greatly reduce the visibility and access while the construction work is occurring, which Sound Transit currently estimates to be six years. The disruption will be significant during construction due to the proposed construction easements required for the work, and then will continue, as described above, due to the taking of property. And, if the ongoing light rail construction elsewhere is any guide, there will be delays, which will only prolong the pain for the property owners and businesses for many additional years. Perhaps most the most frustrating aspect of the proposed routes is that no one from Sound Transit ever visited the area to discuss the potential impacts with the property owners or see the potential impacts of the proposed routes. Had they done so, they would realize that the costs for the proposed routes will be staggeringly high due to the likely destruction of the businesses located along those routes. It remains very likely that due to the proposed routes, one or more of the businesses affected will be forced to close or move its location. Better routes that do not severely impact as many local businesses could be found by moving a short distance north (e.g. along 12th Street). It is disappointing that Sound Transit did not view the properties in person, which would have quickly revealed the significant problems with the proposed routes. Joseph N. Pew, V Scarff Law Firm, PLLC 3035 Island Crest Way, Suite 201 Mercer Island, WA 98040 P: (206) 236-1500

Online open house submittal

Feb 10, 2025 3:36:32 pm

Chantal Razore

I am writing to express my opposition to the proposed routes for the Sound Transit Tacoma Dome Link Extension, specifically the proposed routes through Fife. The proposed routes will cause catastrophic damage to local businesses like ours (Lexus of Tacoma, Volvo of Tacoma, Jaguar of Tacoma and Land Rover of Tacoma) while penalizing property owners who chose to support the local economies. First, taking areas of the properties which house businesses along the proposed routes will affect the business operations far beyond merely taking space. Many of those businesses, for example my families auto dealerships, have specific space requirements set by the automobile manufacturers in the respective franchise agreements. Each of the proposed routes takes enough space to potentially risk violating those franchise agreements, which would render the business non-viable and unable to continue. Further, the proposed routes will each take significant portions of the properties on which improvements have already been made. Taking those areas will render the improvements (such as showrooms or service areas) impossible to use, requiring property owners to forego existing buildings and/or construct new buildings in order to operate. Finally, the proposed routes will drastically impact inventory storage and display, customer parking, and access to the properties, both during construction and afterwards. Each of those will severely damage the ability of the business to continue to operate in that space. Second, even without taking property, each of the proposed routes will greatly impact and damage the currently existing businesses by limiting access and visibility to the properties. The property owners carefully chose to invest in their respective locations years ago for a variety of reasons. One of those reasons was surely easy visibility and access from both I-5 and Pacific Highway. The proposed routes will greatly reduce the visibility and access while the construction work is occurring, which Sound Transit currently estimates to be six years. The disruption will be significant during construction due to the proposed construction easements required for the work, and then will continue, as described above, due to the taking of property. And, if the ongoing light rail construction elsewhere is any guide, there will be delays, which will only prolong the pain for the property owners and businesses for many additional years. Perhaps most the most frustrating aspect of the proposed routes is that no one from Sound Transit ever visited the area to discuss the potential impacts with the property owners or see the potential impacts of the proposed routes. Had they done so, they would realize that the costs for the proposed routes will be staggeringly high due to the likely destruction of the businesses located along those routes. It remains very likely that due to the proposed routes, one or more of the businesses affected will be forced to close or move its location. Better routes that do not severely impact as many local businesses could be found by moving a short distance north (e.g. along 12th Street). It is disappointing that Sound Transit did not view the properties in person, which would have quickly revealed the significant problems with the proposed routes. In Summary, we are opposed to these plans and hope that the city and Sound Transit will take these things into consideration and not punish people and businesses that have invested in this community for many years.

Online open house submittal

Feb 10, 2025 3:38:43 pm

Jeff Razore

I am writing to express my opposition to the proposed routes for the Sound Transit Tacoma Dome Link Extension, specifically the proposed routes through Fife. The proposed routes will cause catastrophic damage to local businesses while penalizing property owners who chose to support the local economies.

Public Hearing Testimony

Brad Herron

Ladies and Gentlemen of the Sound Transit Board, thank you for this opportunity to express our concern and share our preference regarding the route selection for the new light rail construction through Fife.

My name is Brad Herron, and my family are the owners of Pick-Quick Fife, a valued business that has proudly served the community for over 75 years.

Pick-Quick Fife is an established family-owned operated business in the community. Pick-Quick started when Highway 99 was a two-lane road before the construction of I-9.

Over time the area around Pick-Quick has undergone various changes and growth. Through these developments, Pick-Quick has constantly served our customers, provided employment opportunities for our team and supported the local economy.

It is our hope that the legacy will continue for another 75 years and beyond. The construction of the Tacoma link extension by far is the most extensive change and development in the area during Pick-Quick's existence.

Most historical sites feature structures like buildings and bridges that help us imagine their historical uses.

The iconic Pick-Quick sign and building do that, but do that more uniquely by continuing to offer a distinctive experience while preserving the same atmosphere as in earlier times.

Families can visit and enjoy a meal of burgers, fries and shakes in the picnic area thereby recreating the same experience to that of previous generations.

We appreciate your attention in this matter, and your commitment to finding a solution that balances the development needs of our community with the preservation of historical foundations.

Public Hearing Testimony

Bradford Herron

Hi, my name's Bradford Herron. I am also one of the family owners of Pick-Quick Fife, so two of the routes proposed for the Tacoma Dome link extension construction presents very substantial challenges to our business.

The Fife Pacific Highway alternative route would necessitate the combination of our property through eminent domain which would lead to the closure of Pick-Quick.

The termination of our business would be a significant loss to our community, customers, employees, suppliers and family.

The Fife median alternate route extending down the median of Pacific Highway also imposes significant challenges. The seven plus year construction would disrupt our business due to street closures and limited customer access.

Due to the thin margins in the food service industry, we have often observed many businesses continuing closing within this sector.

Our family business lacks financial resilience to endure the construction period potentially forcing us to close Pick-Quick Fife during construction.

We view construction more problematic than the Pacific Highway alternative route. If the Pacific Highway alternative route was selected, we would still have the financial ability to relocate and rebuild within the Fife community.

Given these circumstances, I strongly urge the Sound Transit Board to carefully evaluate the substantial impact that either route would have on Pick-Quick Fife.

The decision ultimately rests with you to determine the value that Pick-Quick and other small businesses along the Pacific Highway contribute to the community. Thank you.

From: Brad Herron <brad@pick-quick.com>
Sent: Tuesday, February 11, 2025 1:32 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Tacoma Dome Link Extension Draft EIS PICK-QUICK Fife response

Tacoma Dome Link Extension Draft EIS *response*

Ladies and Gentlemen of the Sound Transit Board,

Thank you for this opportunity to express our concerns and share our preference regarding the route selection for the new light rail construction through the city of Fife.

My name is Brad Herron, and my family are the owners of PICK-QUICK Fife, a valued local business that has proudly served our community for over 75 years.

PICK-QUICK Fife is an established family owned business in the community, operating even before the construction of I-5. Over time, the area around PICK-QUICK has undergone various changes and growth. Throughout these developments, PICK-QUICK has consistently served our customers, provided employment opportunities to our team, and supported the local economy. It is our hope that the legacy will continue for another 75 years and beyond. The construction of the Tacoma Dome Link Extension by far, is the most significant change and development in the area during PICK-QUICK's existence.

Most historical sites feature structures such as buildings or bridges that help us imagine their historical uses. The iconic PICK-QUICK sign & building do that but more uniquely by continuing to offer a distinctive experience while preserving the same atmosphere as in earlier times. Families can visit to enjoy a meal of burgers, fries, and shakes at the picnic benches, thereby recreating the same experience to that of previous generations.

The proposed routes for the Tacoma Dome Link Extension construction present substantial challenges to our business.

The Fife Pacific Highway Alternative Route would necessitate the condemnation of our property through eminent domain, which would lead to the closure of PICK-QUICK. The termination of our business would be a significant loss our community, customers, employees, suppliers and family.

The Fife Median Alternative Route, extending down the median of Pacific Highway, also poses significant challenges. The plus seven-year construction would disrupt our business due to street closures and limited customer access. Due to the thin margins in the food service industry as we often observe many businesses continually closing within this sector. Our family business lacks the financial resilience to endure the construction period, potentially forcing us to close PICK-QUICK Fife during the construction. We view this route even more problematic than the Pacific Highway Alternative route. If the Pacific Highway Alternative route was selected, we would still have the financial ability to relocate, and rebuild within the Fife community.

Given these circumstances, I strongly urge the Sound Transit Board to carefully evaluate the substantial impact that either route would have on PICK-QUICK Fife.

The Fife I-5 Alternative is by far our preferred route. Selecting this option would allow us to maintain our prominent and historical role within the Fife community. We would avoid condemnation associated with the Fife Pacific Highway Alternative and the potential closure due to the financial challenges posed by the Fife Median Alternative.

The decision ultimately rests with you to determine the value that PICK-QUICK and the other small businesses along Pacific Highway contribute to the community.

We appreciate your attention to this matter and your commitment to finding a solution that balances the development needs of our community with the preservation of its historical foundations.

Thank you

Brad Herron

PICK-QUICK Fife
4306 Pacific Highway East
Fife, WA 98424
253.922.5599

PICK-QUICK Auburn
1132 Auburn Way North
Auburn, WA 98002
253.248.1949

PICK-QUICK SoDo
2990 4th Avenue South
Seattle, WA 98134
206.207.1111

www.pick-quick.com

HCMP Law Offices | Hillis Clark Martin & Peterson P.S.

February 7, 2025

Via Email

TDLE Draft Environmental Impact
Statement Comments
c/o Elma Borbe
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Re: *TDLE Draft EIS*

Dear Ms. Borbe:

Our firm represents Plant 2 LLC, the owner of property located at 35053 16th Avenue South, in the City of Federal Way (hereafter, the "Property"). As detailed in this DEIS Comment letter:

- The Property has been used for nearly 60 years for a ready-mixed concrete plant and aggregate yard (collectively, the "Plant 2 Facility") serving customers in the Puget Sound region. *Its proximity to the natural resource materials supplying the plant and its access to key markets in the Puget Sound make it a unique site in the region.*

- All alternative alignments for the South Federal Way Segment, other than the I-5 alignment, will displace the Plant 2 Facility. There does not currently appear to be a viable replacement location for the Plant 2 Facility operations. *The impacts associated with this displacement and the extraordinary challenges of finding a new location, must be studied more closely in the Final EIS*.

- Due to the number of businesses that will be displaced with the non-I-5 alignments, and other factors, *the I-5 alignment should be designated the* ***preferred alternative.***

A. Site Background

By way of background, we provide the following information about the unique nature of the Property and the Plant 2 Facility.

Site Summary

Parcel	202104-9116
Address	35053 16th Ave S Federal Way, WA 98003
Acreage	4.34 acres (188,959 square feet)
Present Use	Service Building and Concrete Batch Plant
Improvements	Office and Maintenance Shop
Year Built	1960
2024 Assessed Value	$5,132,700 – Land = $4,912,900, Improvements = $219,800

Site History and Materials Sources

In 1966, Harry Corliss purchased the existing concrete batch plant, which has since been operated by the Corliss family. The Plant 2 Facility was one of the top revenue-generating plants in the Corliss portfolio until 2021, when it was sold to Heidelberg Materials (HM). HM, operating under the name Corliss Resources LLC, operates the Plant 2 Facility as a tenant until December 31, 2041, with an option to extend the lease for two additional ten-year periods.

The Plant 2 Facility receives processing materials from two Corliss-owned pits: the Sumner Pit and the Enumclaw Pit. These aggregate materials are mined from the pits and then transported to the Federal Way location for processing, sales, and distribution.

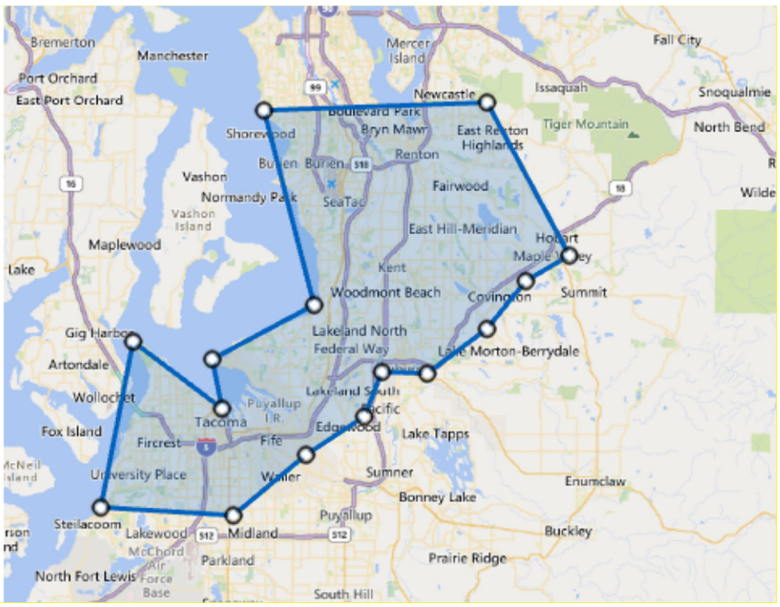
Site Equipment

Currently the Property hosts a variety of structures and equipment:

Type	Description	Additional Description	Purpose
Building	7,200 Sq Ft	Concrete Tilt Warehouse	Shop
Building	500 sq foot	wood framed office	Office / Sotrage
Plant Structure	Four (4) Silos	Steel	Cement Storage for Concrete Batching
Plant Structure	Elevated Aggregate Holding	Steel	Aggregate Storge for Concrete Batching
Plant Structure	Conveyors	Steel	Material Conveying
Plant Structure	Above ground holding Tanks	Steel	Water holding Tanks (Recycling)
Plant Structure	Above ground holding Tanks	Steel	Water holding Tanks (Recycling)
Mobile equipment	CAT loader 980		Used to move aggregrate material onsite, other
Mobile equipment	CAT backhoe		Used to move aggregrate material onsite, other

Site Performance and Service Area

The Plant 2 Facility is a vital asset to Corliss Resources, generating between $10 million and $15 million in taxable revenue annually. It represents 30%-40% of the company's concrete revenue and volume. Strategically located in the south Puget Sound market, it is the only concrete batch plant situated west of Interstate-5, south of SR405/SR518, and north of Fife/SR509. A map of the service area is provided below.



The Plant 2 Facility's significance is further underscored by its proximity to Corliss Resources' gravel pits, which directly supply the aggregates needed for concrete production. Keeping the logistical costs of supplying aggregate materials low is crucial for maintaining competitiveness and affordability in the concrete production market—which in turn affects the overall costs of development projects heavily reliant on concrete materials. The Plant 2 Facility's location in relation to the Corliss sand and gravel pits provides this critical advantage.

B. DEIS Comments

1. *ST Should Make the I-5 Alignment the Preferred Alternative.*

We urge the South Transit Board to identify the I-5 alignment as the "preferred" alignment for the South Federal Way Segment. No "preferred" alternative is identified for the relevant segment (South Federal Way) but by several measures—including cost, transportation impacts, and especially residential/business displacement—the South I-5 segment fares better than the alternatives. *See TDLE Alternatives Guide* at 13.

Business Impacts. We note that only 7 businesses would be displaced under the I-5 route, as opposed to 14, 23, and 24 for the other three routes. This comparison of business

replacement, moreover, likely *understates* the impacts relating to business dislocation due to the DEIS's failure to evaluate the ability of the displaced businesses to be relocated. The DEIS appears to simply assume that displaced business can be re-established. In order for the Board to undertake a meaningful comparison of business displacement—and how heavily to weigh this factor in its overall decision-making—the FEIS should consider the number of businesses that cannot be relocated and thus will be entirely eliminated by the non-I-5 alignments.

Ecological Impacts and Cost. With respect to ecosystem impacts, the I-5 alignment compares favorably to two of the three other alternatives. Although it compares less favorably to the Enchanted Parkway alternative, that alignment would cost nearly $100 million more than the I-5 alternative. The savings in the I-5 alignment could be easily deployed to provide the additional ecological mitigation.

The full comparison summary of these and other factors relating to the South Federal Way *segment* alignment is provided below:

SOUTH FEDERAL WAY SEGMENT
Alternative Comparison

PERFORMANCE RATING KEY (LOWER PERFORMING → HIGHER PERFORMING)	SF Enchanted Parkway	SF I-5	SF 99-West *(Porter Way Design Option)*	SF 99-East *(Porter Way Design Option)*
RESIDENTIAL DISPLACEMENTS	40	3	17	2
BUSINESS DISPLACEMENTS	14 businesses	7 businesses	25 businesses *(23 businesses)*	25 businesses *(24 businesses)*
HISTORIC & CULTURAL RESOURCE IMPACTS	1 known highly sensitive cultural resource	1 known highly sensitive cultural resource	4 historic resources	2 historic resources
ECOSYSTEMS IMPACTS LONG-TERM	2.65 acres of wetlands 150 feet of streams	3.76 acres of wetlands 950 feet of streams	6.31 *(6.68)* acres of wetlands 600 *(750)* feet of streams	7.33 *(7.75)* acres of wetlands 600 *(700)* feet of streams
TRANSPORTATION IMPACTS	Minimal changes to traffic circulation and access	Minimal changes to traffic circulation and access	Left-turn restrictions at Pacific Highway and 70th Ave E *(Minimal access impacts)*	Left-turn restrictions on Pacific Highway; no left turn at intersections with 70th Ave E and Birch St *(Left-turn restrictions on Pacific Highway to Birch St)*
COMPARATIVE COST (2024 BILLIONS) ESTIMATED	$1.66 - $1.72	$1.57 - $1.60	$1.56 - $1.62 *($1.57 - $1.63)*	$1.71 - $1.75 *($1.70 - $1.74)*

Notes:
1. The SF Enchanted Parkway Alternative impacts would be the same with either the SF 99 Enchanted Station or the SF 352nd Span Station Option.
2. Information in *(parentheses)* is applicable to the Porter Way Design Option for the SF 99-West and SF 99-East alternatives. Where there are no additional details in parentheses, the impacts are identical.
3. Comparative cost estimates are for comparing design alternatives and options; they are not to serve as a method for establishing the project budget. Comparative cost estimates are based on early design and will be refined as design advances.

Sound Transit | Tacoma Dome Link Extension—Alternatives Guide | 11/2024 13

Turning to the comparison of *stations,* we note that the I-5 station performs far better than all three of the other alternatives regarding construction impacts, a significant issue given the lengthy construction timeline. Although the other alternatives may provide more favorable

locations for transit and non-motorized access, the Board should be careful not to assign too much weight to those factors. We question how many of the light rail riders would utilize either transit or non-motorized access at this particular location in Federal Way; instead, the far greater share of the ridership will utilize conventional motorized access, where the I-5 route fares equally if not better.

We also question whether the summary chart on station alternatives has properly evaluated the prospects of transit-oriented development (TOD). The chart ranks the I-5 alignment's TOD potential lower than the other three, but the text of the DEIS suggests the four alternatives are actually comparable. Regarding *non-residential* TOD, the DEIS specifically states that "the station locations *for all alternatives* would be in an area the Federal Way Comprehensive Plan identifies as intended to capture the demand for a diverse mix of industrial, office, and retail sales and services in well-integrated, high-quality developments." DEIS, Section 4.2.2.2. Turning to *residential* TOD, the DEIS notes that current zoning does not allow housing at any of the four locations, and therefore zoning changes would be needed to allow residential TOD near any of them.

The City of Federal Way has now adopted a South Station Subarea Plan that covers all four potential station locations. This will set the stage for future zoning changes that could allow higher-density TOD-oriented near any of these locations. While the current Subarea Plan does not include the I-5 station location within its new "Phase 1 TOD," the boundaries of this TOD-designated area could easily change as the planning process for the Subarea moves forward. We are not aware of any factors that would preclude the City from extending Phase 1 TOD to the area around the I-5 station location if that is the location the Board chooses based on cost and other factors that weigh in favor that location.

2. The Final EIS Should Give Further Consideration to the Impacts of Displacing the Plant 2 Facility.

a. The DEIS's limited analysis of displaced businesses is inadequate.

As noted above, a fundamental flaw in the DEIS's analysis is that it undertakes no analysis as to how many of the numerous displaced businesses under the non-I-5 alternative could be reasonably relocated versus how many are fundamentally irreplaceable for a number of potential reasons. A tally of the number of affected businesses is simply the starting point of the analysis, not the end point. That number provides some sense of overall business dislocation and disruption—and allows a reasonable comparison of the various alternatives on that score, confirming that the I-5 option presents by far the least disruption to City businesses. But the analysis should go an additional step and identify whether it is simply a matter of disruption until a new or replacement business location, or instead, whether the displacement spells the likely end of the business. There is a world of difference between those scenarios, and the DEIS makes no effort to distinguish between them in a way that would allow a more meaningful assessment of the magnitude of business impacts.

b. The Final EIS must provide further analysis of the Plant 2 Facility.

This flaw is especially acute in the case of the Plant 2 Facility. All South Federal Way alignments, other than the I-5 alignment, will eliminate this facility. The Final EIS should provide a detailed analysis of the unique impacts and consequences of this displacement. In particular, the Final EIS should acknowledge that replacing the Plant 2 Facility would be extremely difficult due to a number of factors.

First, with increasing commercial and residential development pressures, the potential number of locations zoned for industrial facilities such as ready-mix plants is limited. Further even if a site with appropriate zoning is located, there are significant entitlement barriers to establishing *any* new ready-mix concrete plant in the south Puget Sound area due to the number of permits required and often public opposition.

Second, these barriers are compounded when trying to find a location that replicates or maintains the Plant 2 Facility's unique and irreplaceable market position. It is uniquely situated in relation to the gravel pits that supply the sand and gravel. The plant serves a wide area, extending from South Seattle and Burien in the north to Lakewood in the south, with deliveries generally within a 30 to 50-minute range from the facility. Any replacement site must be located in an area that allows continued service to these locations. (Plant 2 has been a key supplier for the southern segments of the Sound Transit line, further highlighting its importance to regional infrastructure and operations.)

Third, in addition to entitlement challenges and the difficulties of finding a site in an appropriate location for the market segment served by Plant 2, it is unclear how water rights would be obtained to serve any new site. Plant 2 currently has a unique water right that meets the needs for both "batch use" (i.e., the water used to make concrete) and "wash use" (i.e., the water used for dust control and washing of materials).[1] Batch use rights are considered "consumptive," while wash use rights are "nonconsumptive." Even if a site is identified that is allowed under zoning and appropriately located to meet market demand, there does not appear to be a path for obtaining the needed water—either through a municipal water supply or private water rights—for any replacement site.

Fourth, Corliss's proactive effort to find a potential replacement site for the Plant 2 Facility in the event Sound Transit takes the Property, only underscores the difficulties of finding such a site. We provide the following additional background relating to that

[1] Corliss owns Groundwater Certificate G1-*05504CWRIS (Certificate No. 3617). Certificate 3617 has a priority date of February 18, 1960 and authorizes 50 gallons per minute and 80 acre-feet per year for industrial and single-domestic supply. The existing well was completed on March 25, 1960, to a depth of 71 feet below ground surface (bgs). This water right meets the site's needs for both batch use and wash use.

replacement effort:

- In 2019, upon learning of a potential Sound Transit condemnation associated with this light rail extension, Plant 2 LLC made a strategic decision to not contest the action but to address the potential threat head-on. Losing the Federal Way location was recognized as a significant risk to the business, given its critical role as outlined above. Plant 2 LLC proactively began planning for a potential disruption in operations.

- With over 40 years remaining on the lease for its long-term tenant, Plant 2 LLC understood the importance of ensuring business continuity. To prepare for the possible relocation of operations, it acquired a neighboring property and immediately initiated the permitting process. The site is located at 35000, 35050 and 35060 Pacific Hwy S Federal Way, WA, 98003 (King County Parcel Nos. 202104-9162, 202104-9163, 202104-9155, 202104-9043). This purchase was directly in response to the notice received from Sound Transit, with the aim of maintaining smooth operations despite any changes. This proactive approach continued in alignment with the timelines provided by Sound Transit, right up until the 2023 notice introducing additional alternatives for study.

- Permit applications to authorize a ready-mix site at this site were submitted in 2022 under zoning regulations that would allow this type of use at this site. That permit process remains ongoing and the outcome is uncertain at this time. Moreover, it now appears that even if permits are obtained, the site is problematic for ready-mix industrial activities. With the recent adoption of the City of Federal Way's South Subarea Plan, which focuses on transforming this area into a transit-oriented hub by planning for housing, employment opportunities, recreational spaces, regional transit service, infrastructure, and community amenities, it has become apparent that any new batch plant permitted at this site may then become a non-conforming use when new zoning regulations are adopted implementing the South Subarea Plan.

- Unless a viable replacement site is identified, the Final EIS should acknowledge that the displacement of the Plant 2 Facility will have two foreseeable impacts. First, it will likely lead to severe disruption, and even the end of Heidelberg's business operations in the South Puget Sound area. Second, development projects in the service area depicted on page 3 above will lose the major supplier of the ready-mix concrete material that is the backbone to all types of development projects, including private residential and commercial development, and public infrastructure. These projects will need to be supplied by other ready-mix producers from a much longer geographic distance, adding to truck traffic and attendant environmental impacts along the I-5 corridor, as well as increasing materials costs.

For the above reasons, we recommend that the Board select the I-5 alignment as the preferred alternative in the FEIS. To the extent the FEIS considers the displacement impacts of the non-I-5 alignments, it should provide a more thorough analysis of those impacts,

particularly of the prospects that replacement sites can be found. The FEIS should consider the business and associated environmental impacts if viable replacement sites cannot be identified for historic and unique sites such as the Plant 2 Facility that play a crucial role in providing the materials needed for our region's critical residential, commercial, and public projects.

Very truly yours,

Stephen H. Roos

SHR:smd
E-Mail: steve.roos@hcmp.com
Direct Dial: (206) 470-7645
Fax: (206) 623-7789

ND: 24625.002 4917-1848-1684v1

Online open house submittal

Feb 5, 2025 11:58:12 am

Amanda Santo

Hello, My name is Amanda Santo, COO of Multi-Service Center (MSC). MSC is a nonprofit affordable housing provider with projects in King and Pierce County. MSC is concerned of possible impacts to our senior affordable housing project in Fife, Rainier View. This housing provides critical affordable housing for low income seniors, the majority who are people of color and on fixed incomes with limited access to safe, affordable housing. We are concerned about displacement and impacts to the community. Please take these concerns into consideration during project planning. Feel free to reach out to me at amandas@mschelps.org. Thank you for your time and consideration, Amanda Santo

Schnitzer PROPERTIES

1121 SW Salmon Street
Portland, Oregon 97205
503.242.2900
Schnitzerproperties.com

February 7, 2025

VIA E-MAIL: tdlinkdeis@soundtransit.org
TDLE Draft Environmental Impact Statement Comments
c/o Ms. Elma Borbe, Environmental Specialist
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

Re: Comment of Schnitzer Properties, LLC on the Draft Environmental Impact Statement for the Tacoma Dome Link Extension Project

Dear Ms. Borbe:

Please accept the following comments to the Draft Environmental Impact Statement ("DEIS") for the Tacoma Dome Link Extension ("TDLE") (the "Project") on behalf of Schnitzer Properties, LLC (formerly known as Harsch Investment Properties, LLC). We are the longtime owner of the Fife Business Park ("FBP"), the 290,000 square foot office and industrial commercial real estate project, generally located at 4803-5113 Pacific Highway E., Fife, Washington. Schnitzer Properties is a family-owned real estate investment and development company based in Portland, Oregon. We proudly own and operate 20 properties in the state of Washington representing approximately 3.1 million square feet of rentable space (as well as over 180 additional projects in Oregon, California, Nevada, Arizona and Utah). It is our goal to benefit and enhance the communities in which we own and manage property, as well as to be a philanthropic and active participant in civic and charitable activities. At this time, this letter will be limited to specific matters that relate to the Draft EIS and the potential devastating impacts Sound Transit's proposed "Fife Pacific Highway Alternative" will have on FBP and the surrounding community. However, we reserve the right to supplement and provide further comments as the Project continues.

We have owned FBP since 2004, and are honored that more than 132 tenants and their employees are currently located at the project and call it their business home. We also maintain an office and several employees at FBP so know first-hand the impact the Project will have on this site and the immediate surrounding area. The tenants at FBP operate businesses that employ a large number of local citizens, add economic energy to the area, as well as provide vital services to the community. As a long-term holder of property, we have invested more than $18,500,000.00 in FBP to both maintain and enhance the project.

Please note that while we support Sound Transit's efforts to improve regional mobility, before choosing a Preferred Alternative, the Alternatives referenced in the Draft EIS should each be given thorough study and adequate deference be given to existing developments and infrastructure in the region to ensure an Alternative is not chosen at the expense of established and efficient properties such as FBP. Sound Transit has indicated it is committed to implement a system that is technically and financially feasible "to build, operate, and maintain", yet the Alternative that destroys the majority of FBP and displaces the largest number of its businesses and tenants does not meet that goal. For example, at FBP alone, the placement of the Pacific Alternative Station and Fife Pacific Highway Alternative Alignment will displace twenty-seven (27) businesses (including one governmental agency) which will directly impact and force the displacement of approximately 200 employees. Moreover, for those businesses at FBP not directly closed, the

Schnitzer PROPERTIES

1121 SW Salmon Street
Portland, Oregon 97205
503.242.2900
Schnitzerproperties.com

requirement to endure intermittent road closures and greater restrictions for customers and employees to access these businesses will crush their viability and very existence. And while Sound Transit would intend to take large swaths of FBP under the Fife Pacific Highway Alternative which presently sit below the track/guideway areas, are we correct that Sound Transit will bear the costs of maintain these areas and preventing the accumulation of debris and houseless individuals? In addition, we have studied the materials provided by Sound Transit to date and at this time, if the No Build Alternative is not selected, we urge Sound Transit to choose a route that is more aligned with I-5 Alternative (with the Pacific Highway Station) rather than the one that will materially and negatively impact existing properties and businesses, such as FBP. This Alternative is the best performing alternative per the metrics studied and published in the DEIS. It will have far fewer business disruptions, a lower cost to Sound Transit and better access for the public. Specific to FBP, only eight (8) businesses would be displaced and less than 50 employees.

The Fife Pacific Highway Alternative will negatively impact FBP, our tenants and members of the entire community. The costs to the public and the long-term negative impact on businesses are too severe for Sound Transit to go forward with this Alternative. Businesses at FBP cannot endure reduced and/or obstructed accessibility, or a decrease to ingress and egress to their businesses. More likely than not, if the Fife Pacific Highway Alternative is adopted, FBP will thereafter become a ghost town as existing tenants will leave not only the project, but the Fife market as well to look for more attractive projects with better visibility and accessibility. It is well settled that even a strong location with moderate visibility but without immediate access can render a site undesirable for tenants, employees and potential customers.

As a further consideration, we urge Sound Transit to study and use land acquisition costs, adjusted for future inflation and likely appreciation, as part of its EIS scope. Acquiring sizable real estate along the Fife Pacific Highway Alternative will add significant costs and expense to the cost of the TDLE Project and should be closely evaluated as a Project metric.

We are committed to working collaboratively with Sound Transit in its quest to improve the transportation options available to the community and region. However, placing the TDLE along the Fife Pacific Highway Alternative will be disruptive to the citizens and businesses of Fife, and erode the economic base that small businesses currently provide. We look forward to working with Sound Transit as this Project goes forward, and offer our extensive commercial real estate knowledge and experience. If you would like any additional information, please do not hesitate to contact me.

Very truly yours,

SCHNITZER PROPERTIES

Steve Roselli
Senior Vice President

Jeff Nudelman
Vice President, Secretary

cc: First Class Mail

Seattle Children's®
HOSPITAL • RESEARCH • FOUNDATION

January 10, 2025

TDL Draft Environmental Statement Comments
c/o Elma Borbe
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

RE: South Federal Way Station

Dear Sound Transit,

For over 100 years, Seattle Children's has provided hope, care and cure to children in Washington, Alaska, Montana and Idaho – the largest region of any children's hospital in the county.

We employ over 10,000 employees most of whom work in the Puget Sound. Public transit, and increasingly Link, has provided critical connections for our patients and families who travel across the region to access care, and to our medical providers and employees to connect to their life-changing jobs at Seattle Children's clinics and hospitals, including our south Federal Way clinic.

Seattle Children's looks forward to Sound Transit's Tacoma Dome Link Extension (TDLE) and appreciates the opportunity to comment the Draft EIS. Seattle Children's Federal Way clinic is located at 34920 Enchanted Pkwy. S., adjacent to several station location options. Our team has reviewed the South Federal Way station alternatives and offer this input.

Preference for Station SF 99-Enchanted Station and SF Enchanted Parkway Station / Adjacency. Providing fast, frequent, reliable and regional services to families across the region enhances the ability for families to access care. The closer the station is to Seattle Children's clinic, the more convenient and safe Link is for families to use. Station alternative further away are less likely to be used by families with multiple children, strollers, and children not feeling their best. Our own experience and data show that Seattle Children's employees are also more likely to use Link if the walk between work and station is less than 10 minutes.

Preference for Station adjacency of SF 99-Enchanted Station and SF Enchanted Parkway Station / Safety. Adjacency to Seattle Children's clinic also improves safety of pedestrian users because of shorter travel to/from the station. Safe crossing across Enchanted Parkway, for all ages and abilities would ensure safe access to medical care and jobs.

Construction of the elevated tracks and Station. Children's appreciates and requests additional engagement with Sound Transit about how the following will impact our business: noise and vibration, maintaining access to Seattle Children's, safety, security of the construction site etc.

We appreciate the opportunities that TDLE provides to the families seeking care and employees of the region. Thank you for the opportunity for input.

Best regards,

Jamie Cheney

Director of Transportation

CC:

Francesca Vega, VP, External Affairs

Dorothy Miller, AVP, Government Relations & Public Policy

Hope. Care. Cure.™

4800 Sand Point Way NE
PO Box 5371
Seattle, WA 98145-5005

www.seattlechildrens.org

From: Spring Valley <springvalleymhpinfo@gmail.com>
Sent: Friday, February 14, 2025 8:19 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Spring Valley Mobile Home Park - report to Board of Directors

Hello Sound Transit Environmental Planner Team--

Sagar Ramachandra honored the request to include the below comments to the Board of Directors report. Please kindly include the following.

Spring Valley Mobile Home Park – a community neighborhood of homeowners and a life preservation case for no impact of Sound Transit development through our neighborhood—

Spring Valley Mobile Home Park is a residential neighborhood of over 45 homeowners who have resided in the neighborhood for decades. Spring Valley is an established community, in many cases residents have lived in this community for many years and are aging in place with connections to services and social ties.

Spring Valley has a large number of families that reside in the community, their children established in the Milton and Fife School system, all residents taking immense pride in their community.

Spring Valley provides a bridge for ALL the residents owning their own homes and providing a value-based model of homeowner equity at an affordable rate, especially in the existing area of North Pierce County/Federal Way borderline area where affordable housing does not exist.

If the Sound Transit Board approves the route through the Spring Valley community, it will destroy over 45 families that will not be able to equivaleate the same lifestyle preservation and choice that a Sound Transit relocation plan can offer. With today's high demand for affordable housing in urban areas, the Sound Transit Board must take heed of this critical human factor and potential choice to disrupt the human ecosystem.

I appreciate your consideration.

Laurie Nix, Manager and family owner since 1980.

성 정하상 바오로 성당
St. Paul Chong Hasang Parish

1316 62nd Ave East
Fife, WA 98424
253-896-4489
stpaulchongparish@gmail.com

February 9, 2025

TDLE Draft Environmental Impact Statement Comments

c/o Elma Borbe
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Elma,

Thank you for visiting our parish last Sunday to brief us on the Draft Environmental Impact Statement (DEIS) with your team. We truly appreciate your time and effort in keeping us informed.

As you mentioned, our parish community previously signed petitions against Sound Transit's proposed light rail route. At that time, over 520 parishioners participated, expressing their concerns about the potential impact on St. Paul Chong Hasang Community. Many of our church leaders have also voiced deep concerns regarding the consequences this project may bring to our parish.

Despite our efforts, we were disappointed and saddened to learn that both the City of Fife and Sound Transit have chosen to move forward with the current preferred alternative route, disregarding the voices of our over 520 parishioners. Nevertheless, we remain committed to ensuring that our concerns are heard and addressed.

We are particularly worried about the future of our church once the Sound Transit project begins. Our primary concerns include:

1. Impact on Our Priests' Rectories and Convents: Noise from heavy equipment operations, environmental dust, and other airborne particles pose serious health and safety risks. Increased traffic congestion will further disrupt our community.

2. Disruption to Our Worship Environment: Our sanctuary is meant to be a quiet and welcoming place for prayer and reflection. The introduction of a light rail line will negatively

impact on our worship atmosphere, disturb our Sunday school, teaching and learning environments, and interfere with various church group activities.

3. Drastic Changes to Our Church's Exterior and Surroundings: The installation of five or six columns, each up to 25 feet high in our backyard, will significantly alter the church's visual and spiritual atmosphere, disrupting the sacred and serene character of our place of worship.

4. Increased Noise Pollution from the Double-Crossing Track: In addition to the light rail, we recently learned that a double-crossing railroad track will be installed near our parish. While noise barriers have been promised, they will not fully mitigate the additional noise pollution.

5. Construction-Related Disruptions to Daily Church Activities: Sound Transit has assured us that construction will be managed to minimize disruptions to worship services. However, our church operates far beyond Sunday Mass. We have daily prayers, meetings, confessions, adoration, and children's gatherings at various times throughout the week. It is unrealistic to expect construction to halt for every event, making their assurances impractical.

6. Obstruction to Church Access During Construction: Entry and exit points to the church will be significantly affected, making it difficult for parishioners to attend services and participate in activities.

7. Displacement of Our Priests and Sisters: Due to the level of disruption, our priests and sisters will not be able to stay in their rectory and convent during construction, and possibly even after construction is completed. Temporary lodging will be necessary, or alternative permanent accommodation must be arranged.

Given these concerns, we urge Sound Transit to reconsider the impact of their project on our parish and work with us to find a more viable solution. We appreciate any guidance you can provide on the next steps we should take to ensure our voices are truly heard.

Thank you again for your support.

Best regards,

Fr. Young Kwan Kim
St. Paul Chong HaSang Parish

THE TACOMA PIERCE COUNTY CHAMBER

2/10/2025

The Tacoma-Pierce County Chamber and the Manufacturing Industrial Council for the South Sound (MIC) are writing to provide public comment for the Tacoma Dome Link Extension (TDLE) Draft Environmental Impact Statement (DEIS). The scope of the TDLE project will have significant and transformative impacts on the communities it serves. We welcome investment in critical infrastructure and regional connectivity. Equal to the scale of the opportunity is the tremendous impact the construction will have on people, communities, and businesses located in multiple cities and tribal jurisdictions. The service area also includes an International Port, designated Regional Growth Centers, Regional Manufacturing Industrial Centers, Countywide Centers and Centers of Local Importance, and University of Washington Tacoma.

The TDLE project will require unprecedented levels of stakeholder engagement to achieve desired levels of service, economic development, and mitigation of impacts. Engagement must include people, public and private sectors, transportation agencies, and tribal interests. We are requesting that the stakeholder engagement be governed by a partner agreement that will be concurrent with final EIS mitigations.

We are advocating four key priorities:

1. Establishment of a diverse stakeholder group including businesses for engagement around mitigation strategies governed by a partner agreement.
2. Clearly define expectations for scheduling and timelines relating to minimizing closures of t-line, roads, and business access. Recognizing significant impacts on business, transportation, and housing. We request cost estimates and financial modeling that address the priorities of stakeholder engagement and the impacts of closures.
3. Develop clear parameters for land acquisitions and dispositions. Recognizing the significant potential impacts of acquiring and retaining properties for extended periods of time in the high-density development zones surrounding the three transit stations.
4. Require that mitigation strategies are implemented in area adjacent to development site and within existing T-line service area.

We would also like to highlight the following areas for consideration:

- Need for a comprehensive list of existing planning frameworks withing the service area
- Freight Mobility
- Implementation of Quiet Zones along existing Sounder rail lines
- Workforce transportation
- Displacement
- Parks, greenbelts, recreation, and open space.
- Easement activation: maintain public access, reduce defensive strategies, and minimize enforcement.
- Timeline and coordination with replacement of Fishing Wars Memorial Bridge

We recognize that the project horizon will require significant and sustained engagement. The Chamber and MIC are committed to this work.

Sincerely,

Andrea Reay
President & CEO
Tacoma Pierce County Chamber

Ryan Spence
Director
Manufacturing Industrial Council

From: LaDonna Meadows <LaDonna@Tacomarv.com>
Sent: Friday, January 31, 2025 8:47 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: location in front of my property /8507 Pacific Hwy. E

I am the Owner of the property at 8507 Pacific Hwy. S.

After being at your meeting and getting information last night 1/30. If you use the Pacific Hwy route, I would vote for the tracks to run a little on my

Property NOT down the center of Pacific Hwy. I have a RV Service center and it would be to hard for my customers not to be able to turn right or left when leaving or entering my property with their big 40ft RV's

LaDonna

Cell #206-795-9818

LaDonna Meadows

P: 253.896.4401 **Ext:** 228 **I** www.TacomaRV.com

6300 Pacific Hwy E. Fife, WA 98424

Online open house submittal

Feb 5, 2025 6:38:36 am

Anonymous36

As a business owner in the dome district, the Freighthouse square options , preferably being the one that leaves Freighthouse Square intact, are the only options, in my opinion, worthy of consideration. The 26th street option would be more expensive and the congestion factor would be much worse than the other options due to Tacoma Dome event crowds, both foot traffic and the horrible car traffic backups of concert attendees, plus public bus traffic slowdowns. Plus the 26th street option destroys two of the more unique retail storefronts Tacoma has to offer, our Used Bookstore, the largest in the state, and the next door Cake Studio, which has been featured in many local news stories and awards. If Dicks Restaurant in Kent was important enougha local business to change settled plans on its demolition, I would hope you give consideration to two unique businesses that have thrived in the Dome District for many years. Larry Jezek Tacoma Book Center

Public Hearing Testimony

Ken Garvin

I'm the owner and operator of Federal Way Tire City on the corner of 356th Street and Pacific Highway. I've been on that corner for 13 years, so this is kind of a rough situation for me because it appears that my business may be impacted by the light rail.

I'm trying to figure out timeframes. What does it look like? How do I continue to survive after this with the confidence that I have now in the location that I'm in with my reputation in the community and being able to continue with the sales that I do on a daily basis that takes care of my employees and the community and myself as well?

From the looks of it, I'm still really in the dark about the situation. I don't own the land, but I signed a 20 year lease for the property.

I was intending on being there forever, and then started getting phone calls about a year ago about relocating and things like that. It got me pretty nervous.

I'm trying to figure out what that looks like for a business owner that might be impacted by this light rail project.

Petition

This petition of: Federal Way Tire City Inc.

Draws to the Attention of the: Light Rail

We therefore demand for the following: Save our Shop

We, the undersigned affix our signatures in support for the petition for (state reason)

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
2/8/25	Shad Beach		253 260 8845	shadcns@gmail.com	[signature]
2/8/25	PETELO		(253) 508-8447		[signature]
2/8/25	Wilma		206-973-6164	Wilmazantene@gmail.com	[signature]
2/8/25	Antonia		253-632-8644	limantonia0917@gmail	[signature]
2/8/25	Jesus		253 [illegible] 7242	chapleos003@gmail	[signature]

Petition

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Draws to the Attention of the: Light Rail

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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
2/5/25	Joseph San Jose	3611 I ST NE #232	253 6535943 AUBURN, WA 98002	JOBOLOBO2@GMAIL.COM	[illegible]
2/7/25	Brycen Dillworth	36315 8th AVE SW	253-221-5946	Brycendill20@gmail.com	[illegible]
	Cory Moulton	2003 SW 318 Pl 253	250 3768	Cory Moulton@gmail.com	[illegible]
2/7/25	Stacie Mendoza	31923 [illegible] AVE SW Federal Way, WA	(206) 327-7035	2Bsmendoza@gmail.com	[illegible]
2/7/25	Don Ward	2501 56th ave NE Tacoma Wa	253 8867895		Don Ward

Petition

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Draws to the Attention of the: Light Rail

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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
2/5/25	Alea Rolison	17120 SE 276th St	214-762-5257		[signature]
2/4/25	Aniva Ferguson	5115 Pacific Hwy E Fife WA 98424	253.999.8817	a.rolisonIkele79@	
2-5-25	Curtis Hodson	12075 SE 196th St Kent WA	206-602-0985	mojo1caramel2@gmail.com	Yahoo.com
2-5-25	Jason Douglas		253-3345721	[signature]	AnivaFerguson

CurtisHodson6@gmail.com

Petition

This petition of: Federal Way Tire City Inc.

Draws to the Attention of the: Light Rail

We therefore demand for the following: Save our Shop

We, the undersigned affix our signatures in support for the petition for (state reason)

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
2/3/25	Michael Berkshire	29010 40th Ave S	253 921 2641		[illegible]
2/3/25	Charles Brown		253 2176597		[illegible]
2/3/2025	Ana Brady		253 2176420		[illegible]
2/3/2025	Abdinagib Mohamud	3804 S 337th St	2062474031	Nagibmohamud@gmail	[illegible]
2/3/2025	Danny Thavone		2067735149	ddthavone206@gmail	[illegible]

Petition

This petition of: Federal Way Tire City Inc.

Draws to the Attention of the: Light Rail

We therefore demand for the following: Save our Shop

We, the undersigned affix our signatures in support for the petition for (state reason)

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
02/02/25	Robbin Peterson	2676 S 300th Fed Wy		robbinrae@	[illegible]
2/2/2025	KEEF Downing	2676 S 300th FED W4Y 98003		akks8[illegible]@yahoo.com	[illegible]
02/2/2025	David Blnum	253 231 2001	7003 Tacom 98418	d.bynum184@gmail	
02/2/2025	Brycen Dillwerth	30315 8th AVE SW	253-221-5946	Brycendill20@gmail.com	[illegible]
2/3/2025	Lete Berkshire	29010 40th Ave S. Auburn	25-921-2641	Lzaeberkshire@live.com	[illegible]

Petition

This petition of: Federal Way Tire City Inc.

Draws to the Attention of the: Light Rail

We therefore demand for the following: Save our Shop

We, the undersigned affix our signatures in support for the petition for (state reason)

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
2/1/25	Alex Gerasimov	31381 12th Pl S Federal Way	257 545 1382	vipenclosed@yahoo	[illegible]
2/1/2025	Oksana Kirilchuk	federal way	253-545-1381	Alexis_solnishko@yahoo.com	Oksanka
2/1/2025	Marquese	fedadway	206)578 7[illegible]	marquesebel103@gmail	[illegible]
2/1/2025	Sami		253 455 3936	[illegible]	[illegible]
2/1/2025	DON Kyle		319 419 3938	[illegible]	[illegible]

Petition

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Draws to the Attention of the: Light Rail

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We, the undersigned affix our signatures in support for the petition for (state reason)

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1/30/25	Latell Bogan		206 487-9201	lbogansr@hotmail.com	[signature]
1/30/25	Jayden Bogan		206-412-1815	BoganJaydenis@gmail.com	
1/31/25	Mike Perius		253 290 0128	ZZPeriusm@gmail	[signature]
1/31/25	Steve Anderson		206 979 7904	stiv8989@gmail.com	[signature]
1-31-25	Tressie Mccolm		253 240 6881	Tressbittsey@gmail	[signature]

Petition

This petition of: Federal Way Tire City Inc.

Draws to the Attention of the: Light Rail

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We, the undersigned affix our signatures in support for the petition for (state reason)

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1-31-25	Patrick Dzurcanin	PO Box-98063 3961-Fed Way	206 412-0829		[illegible]
1-31-25	Peter Lee	1301 S 359th St Federal way			Chen
1-31-25	Jessica McCaw	21900 SE WA+RD maple Valley	206 9008634		[illegible]
1-31-25	Jay Dhanda	603-10th Ave Milton WA 98354	253-398-5746		[illegible]
2/1/25	Alphonso Thomas	17120 Southeast 276th Street covington WA	253-452-6118	kingofapps39@gmail.com	Alphonso Thomas

Petition

This petition of: Federal Way Tire City Inc.

Draws to the Attention of the: Light Rail

We therefore demand for the following: Save our Shop

We, the undersigned affix our signatures in support for the petition for (state reason)

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
2/1/25	Rebecca Crandell		253-245-7364	rcrandell03@yahoo	[signature]
2/1/25	Angel DeMicio		253-245-7389	ADemicio07@yahoo	[signature]
2/1/25	ANDRE GRAYSON		206 229-4383	[illegible]	[illegible]
2/1/25	EV GUZMAN		253 414 4078	[illegible]	[signature]
2-1-25	Jesus Diaz		253 421 8552	Jesus[illegible]	[signature]

Petition

This petition of: Federal Way Tire City Inc.

Draws to the Attention of the: Light Rail

We therefore demand for the following: Save our Shop

We, the undersigned affix our signatures in support for the petition for (state reason)

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1-30-25	Miranda Bacon	10305 15th Ave Ct E, Tacoma	813-928-3220	mbacon@ATD.com	
1-30-25	John Heinzlmeir	22614 96th St E Buckley	3607618610	JHEINZLMEIR2013@gmail.com	
1-30-25	Kasandra Nicholk	611 E 91st St Tacoma	9732197477	kaschrnic@gmail.com	
1-30-25	Joseph Condit	521 8th St SW Auburn	253-583-7915	jcadk@cwd.com	
1-30-25	Joey Mullen	21750 80th St Tacoma WA	(360)349-1741	JMullen@ATD.com	

Petition

This petition of: Federal Way Tire City Inc.

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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1/30/25	Joseph		425 955 363	Vows1ows624@gmail	
1/30/2025	John		4254363631	Puaanlill@gmail.com	
1/30/2025	Jose Martinez		(206) 284-5594	Martinezja1988@Gmail.com	
1/30/2025	William Valdez		(253)721-7330	williamrvaldes95@gmail	
1/31/2025	Tanner Camplin		(253) 213-2580	tannercamplin@gmail	

Petition

This petition of: Federal Way Tire City Inc.

Draws to the Attention of the: Light Rail

We therefore demand for the following: Save our Shop

We, the undersigned affix our signatures in support for the petition for (state reason)

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1-30-25	Jimmy Tran	1422 Brown Point	206 334-5819		[signature]
01-30-25	Tristten Wagner	1753 146th St SW Lakewood, WA	253-298-7622	tristten w@gmail.com	[signature]
01-30-25	Ken Garvin	35516 Pacific Hwy	253-457-0259	garvin-kenneth@yahoo	[signature]
01-30-25	Kymberly Smith		253-388 9757		[signature]
01-30-25	Nathan Behme	31630 45th Pl SW	253-886-6194	nathanbeemo@gmail.com	Nathan Behme

Petition

This petition of: Federal Way Tire City Inc.

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We therefore demand for the following: Save our Shop

We, the undersigned affix our signatures in support for the petition for (state reason)

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1-29-25	Marlene	2301 I Street N.E. Auburn	253-205 7551	partygrany69@yahoo.com	marlene [illegible]
1-29-25	Hegwood Ryan Howlett	33029 4th W.S. Federal Way WA	206 4079328	RYAN4090085@YAHOO.com	Ryan Howlett
1-29-25	Anthony Reynolds	36903 Pac Hwy 50	253 297-7944	reynolds62@msn.com	[illegible]
1-29-25	Joseph Tran	1300 SW 348 St Federal way	206 604-9989		[illegible]
1-29-25	Monica Wangari	952 SW Campus Drive	206 5781637	koariwangari24@gmail.com	[illegible]

Petition

This petition of: Federal Way Tire City Inc.

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We therefore demand for the following: Save our Shop

We, the undersigned affix our signatures in support for the petition for (state reason)

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1/29/2025	Alexander Sebastian	21 Law Schwartzel	253-247-0703	sijastorm510@outlook.com	[illegible]
1/29/2025	Hunter Cynovn	2759 Yesler Way Seattle, WA	505-934-0210	HCynovn@mail.com	[illegible]
1/29/25	Dean Veatch		253-797-8552		[illegible]
1/29/25	Jean Marte	2100 Schwartz	225-456-3260	jmarte@gmail.	[illegible]
1/29/25	Victor Cobb		253-366-0204		[illegible]

Petition

This petition of: Federal Way Tire City Inc.

Draws to the Attention of the: Light Rail

We therefore demand for the following: Save our Shop

We, the undersigned affix our signatures in support for the petition for (state reason)

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1/29	Robert Phillips	1803 27th St. SE Auburn, WA	253-349-6298	Robert Phi314@Gmail.com	[illegible]
1/29	Diamond Runroom	3207 54th Ave NE	253 666 3822	yayaran@icloud.com	[illegible]
1/29/2025	Sierra Swan		253 442 3483	Sierra07@icloud.com	Sierra Swan
1/29/2025	Alex Barr	125 SW Cam Dr	253 457 9421	alexbarr4@[illegible]	[illegible]
1/29/2025	Don Gallagher	16605 333rd Fw. 98003	253-344-8587	-	[illegible]

Petition

This petition of: Federal Way Tire City Inc.

Draws to the Attention of the: Light Rail

We therefore demand for the following: Save our Shop

We, the undersigned affix our signatures in support for the petition for (state reason)

35516 Pacific Hwy S. Federal Way WA 98003

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1/29/25	Ken Garvin	35516 Pacific Hwy	253.457.0259	garvin_kenneth	
1/29/25	Ahmed		206-488745	gwako84@yahoo.com	
1/29/25	[illegible]	[illegible]	[illegible]	[illegible]	
1/29/25	Allan Bergstrom		360-441-3854	Allan Bergstrom 43@Gmail.Com	
1/29/25	Jose Cano	30909 16th pl sw	206-586-5062	Canosalles528@gmail.com	

Petition

This petition of: Federal Way Tire City Inc.

Draws to the Attention of the: Light Rail

We therefore demand for the following: Save our Shop

We, the undersigned affix our signatures in support for the petition for (state reason)

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
02/03/2025	Donald Demetro	38246 49th ave S	702)715-2303	Don7244259caddy	[signature]
02/03/2025	James Temple	Auburn NONE	(661)483-0980	at Gmail.com - Jim.a.Temple@gmail.com	[signature]
02/03/25	Connor Temple	None	661-744-4990	cltemple@gmail.com	[signature]
02/03/25	Dima Melnychuk	32622 20th Ave SW, Federal Way	2532247997	dssdxd@Gmail.com	[signature]
2/03/25	Timothy	1621 21st Ave SW Seattle 98104	2068987949	Timothy.coxscaguy Gmail	[signature]

Petition

This petition of: Federal Way Tire City Inc.

Draws to the Attention of the: Light Rail

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Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
1-30-25	ROBERT MORGAN	2122 78TH ST CT CT E	253 961-4016	ROBMORG789@GMAIL.COM	
1-30-25	Andrew Vaughn	31501 106th Pl SE Auburn, WA 98092	360-622 8027		
1-30-25	Tonya L. Blackwell	7218 114th St CtE puyallup, WA 98373	253-882-8173	Tonyaleigh90@gmail.com	
1-30-25	Randall Eder	30911 32nd Ave Enumclaw WA	360-463-5384		Randall Eder
2-4-25	Dario Jones	2510 24th St Ct Tacoma	307-298-7697		

Petition

This petition of: Federal Way Tire City Inc.

Draws to the Attention of the: Light Rail

We therefore demand for the following: Save our Shop

We, the undersigned affix our signatures in support for the petition for (state reason)

Date	Printed Name	Address	Contact Number	e-mail/fb/twitter	Signature
2-8	Damcon		253-259-9517	Damcon Battles.Gmell	[signature]
2-9	Tobias		253-375-5802	.com	Tobias Cook

Prevent the Destruction of Federal Way Tire City Due to Light Rail Path

Sign petition

22

Verified signatures

Decision Makers: Susan Honda +2

The Issue

My name is Rachael the office manager at Federal Way Tire City. Over the years, I have gained considerable knowledge and experience by working here. Our shop has been a reliable fixture in the community for 53 years, providing jobs and services to our hardworking town. But today, our beloved tire shop is under threat.

The proposed light rail path would potentially demolish our longstanding business if we do not make our voices heard. Light rail transportation certainly has its benefits, yet it should not come at the cost of decades-old community establishments. Cities around the world have effectively integrated new infrastructure without demolishing the old, maintaining a balance between growth and preservation.

It is crucial for our community to do the same, finding a path for the light rail that would not jeopardize businesses like ours. This tire shop is not just a place where people come to get their cars serviced; it's a piece of our town's history, a place of learning and camaraderie. If the proposed path for the light rail goes ahead, jobs will be lost, community members will be displaced and a piece of our town's heart will disappear.

In the spirit of preservation and sustainable growth, we urge our city council members and transportation authorities to save Federal Way Tire City and find an alternative for the proposed light rail route. Please sign this petition supporting not just the survival of our tire shop, but the preservation of our community. Your signature means one more supporter for the heart and soul of our town.

Report a policy violation

Rachael Catlett
Petition Starter

Media inquiries

The Decision Makers

Susan Honda
Federal Way City Council - Position 3

No response (notified 40 days ago)

Email decision maker

Linda Kochmar
Federal Way City Council - Position 7

No response (notified 40 days ago)

Email decision maker

Jack Walsh
Federal Way City Council - Position 5

No response (notified 40 days ago)

Email decision maker

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10 supporters	1 month ago
Rachael Catlett started this petition	1 month ago

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Petition created on January 31, 2025

Transportation Choices
transit for all

February 10, 2025

Sound Transit
401 S Jackson St.
Seattle, WA 98104

RE: Public Comment on the Tacoma Dome Link Extension Draft Environmental Impact Statement

Dear Sound Transit Board,

Transportation Choices Coalition (TCC) is a statewide nonprofit dedicated to expanding and improving public transit options across Washington State. We appreciate the opportunity to provide input on the Draft Environmental Impact Statement (EIS) for the Tacoma Dome Link Extension (TDLE). Based on the Draft EIS, we strongly urge Sound Transit to select an alignment that prioritizes ridership, connectivity, and equitable access for the communities that rely on transit the most. The extension must:

1. **Focus on Reliability and Travel Time for Riders** – The chosen alignment should prioritize travel time reductions and system efficiency to improve the experience for riders and provide a competitive alternative to driving. Avoiding alignments that increase delays or circuitous routes is critical to making the system an attractive choice for daily riders. Additionally, maintaining the least amount of service interruptions on the T Line is essential to avoid disrupting transit access for Tacoma residents during construction and after TDLE implementation.

2. **Maximize Accessibility and Transit-Oriented Development** – Stations should be placed where they will serve the highest number of riders and connect seamlessly with local transit, biking, and pedestrian networks. The alignment should facilitate dense, walkable, and affordable housing development near stations to support long-term transit use. In Tacoma, this includes ensuring that station locations are convenient and well-integrated with existing transit services, including Pierce Transit and Sounder rail connections.

3. **Seamless Multimodal Integration** – Stations should be designed to ensure easy transfers to buses, bicycles, and other non-car modes of transportation. Parking facilities should not overshadow the need for high-quality pedestrian and bike access to stations. In Tacoma, special attention should be given to integrating TDLE with existing transit infrastructure, including maintaining the connectivity and efficiency of the T Line.

We urge Sound Transit to select an alternative that prioritizes transit riders' experience while fostering sustainable, people-centered growth in the South Sound region. Thank you for your commitment to expanding transit access, and we look forward to continued engagement in the TDLE planning process.

Sincerely,

Katy Ricchiuto
Policy Director
Transportation Choices Coalition

FENNEMORE.

Brandi B. Balanda
Director
bbalanda@fennemorelaw.com

1425 Fourth Avenue, Suite 800
Seattle, Washington 98101-2272
PH (206) 822-6799 | FX (206) 749-0600
fennemorelaw.com

February 10, 2025

SENT VIA EMAIL (TDLINKDEIS@SOUNDTRANSIT.ORG)

Sound Transit
Attention: Elma Borbe, Senior Environmental Planner
401 S Jackson Street
Seattle, WA 98104

Re: Tacoma Dome Link Extension Draft Environmental Impact Statement – Comment Letter

Dear Ms. Borbe:

This office represents Walmart, Inc. ("Walmart"). Please accept this correspondence as a comment letter on the Tacoma Dome Link Extension Draft Environmental Impact Statement, circulated for public review from December 13, 2024 to February 10, 2025.

Upon review of the DEIS, Walmart has determined that three of the four potential alternatives[1] would severely impact operations at Walmart Store 3794 located at 34520 16th Ave S, in Federal Way, Washington ("**Walmart Property**"), substantially impair the highest and best use of Walmart's Property, and cause Walmart to incur significant damages. Walmart submits the following comments and questions related to the DEIS:

- **Business Interruption and Damage to Walmart's Property**: With approximately 300 associates, Walmart has been serving customers in Federal Way for over 19 years with thousands of grocery, home goods and pharmacy transactions a day. While the DEIS acknowledges the possibility for temporary impacts to businesses during construction—specifically, reduced sales resulting from changes in traffic, access, parking, and visibility because patrons might choose to avoid construction areas or have greater difficulty accessing retail businesses near construction activity[2]—the DEIS does not adequately address permanent impacts that may be experienced by businesses who are not fully displaced but will have severely impacted operations long-term. For example, under the SF 99-West and 99-East Alternatives, the construction limits would be immediately

[1] The SF Enchanted Parkway Alternative and the SF 99-West and 99-East Alternatives would bisect the Walmart parking lot; the SF I-5 Alternative would not impact the Walmart Property.
[2] DEIS at page ES-38.

adjacent to the existing Garden Center entrance, impacting store access and operation and potentially having larger operational consequences. The SF 99-West and 99-East alternatives would also eliminate necessary parking and electric vehicle charging stations, impair Walmart's ability to operate large-scale retail on its Property, and potentially require redesign and/or redevelopment of Walmart's Property.

- **Temporary removal of parking spaces**: With regard to the Walmart Property parking lot, the DEIS states that the SF Enchanted Parkway Alternative would temporarily affect approximately 250 parking spaces for use in construction staging. Both the SF 99-East Alternative and SF 99-West Alternative would affect more parking spaces temporarily, with approximately 405 spaces that would not be accessible during construction. What mitigation solutions will be offered to address this serious parking deficiency during construction? No applicable measures are currently proposed under Section 3.8.2.

- **Permanent removal of parking spaces**: Of the private parking spaces permanently removed under each of the South Federal Way Alternatives identified in Table 3-15, please identify how many parking spaces would be permanently removed from the Walmart Property under each alternative. The DEIS states: "For acquired off-street parking resulting from partial property acquisitions Sound Transit would provide private business owners with fair market value of the acquired spaces." Please provide an explanation of this process and how the fair market value will be calculated.

- **Elimination of Electric Vehicle Charging Stations and Related EV Infrastructure**: Walmart provides electric vehicle charging stations for members of the public. In this regard, the Walmart Property contains existing electric vehicle infrastructure charging stations, operated by Electrify America and powered by 100% renewable energy, and is poised to support additional improvements. The current DEIS does not address the elimination of this charging corridor. Please provide an explanation regarding Sound Transit's consideration of taking property that is used for clean energy infrastructure that is implicated by the SF Enchanted Parkway, SF 99-West, and 99-East alternatives, but which is not implicated by the SF I-5 Alternative.

- **"Purpose and Need" for TDLE Project**

  - It is unclear whether the forecasted population and employment growth statistics necessarily infer an increase in *transit ridership*, due to the increase in remote work opportunities post-COVID. This trend was likely not captured in the 2020 U.S. Census Data regarding commuters cited in DEIS Section 1.2.2.3. Likewise, use of a 2016 base year does not adequately capture the post-COVID environment, with many former commuters now permanently working remotely. The DEIS acknowledges that since 2020, transit ridership on Sound Transit, King County Metro, and Pierce Transit services continues to recover, but remains lower than pre-pandemic 2019 ridership for all three agencies as of 2024; and that "trends in regional transit ridership remains lower than 2019 ridership".[3] The fact that regional traffic volumes have returned to levels similar to the pre-pandemic 2019 average annual daily traffic does not necessarily translate to transit ridership demand. The "Projected New Transit Trips" for 2042 was likewise based on early 2020 (pre-COVID) data[4] and does not account for changed commute trends. Therefore, without more recent data, it is speculative to assume that the TDLE would generate 11,000 to 16,000 new transit riders; or that the resulting VMT reductions would be accomplished. Given the disruption to residents and businesses (in many cases irreversible due to necessary acquisitions) and numerous environmental impacts, it is critical that the justification for the TDLE be adequately substantiated with more recent commute survey data.[5]

  - In recent years, Washington State has enacted legislation and associated administrative rules to move towards zero emissions for roadway travel. As a result, under current law, no gas-powered passenger vehicles will be sold in the state after 2035. In addition, Washington continues to incentivize the purchase of electric vehicles, for example with sales and use tax exemptions for electric vehicles. Overall, electric vehicle travel is anticipated to become an integral part of local and

[3] DEIS at Section 3.1.1.
[4] DEIS Table 3-8.
[5] *See*, e.g. Prestrud, C., Washington Policy Center, Implications of Shifts in Commuting, October 3, 2023. Website: https://www.washingtonpolicy.org/publications/detail/implications-of-shifts-in-commuting: "For example, the [Puget Sound Regional Council's] 2050 Plan assumed transit ridership would more than double by 2030, but between 2019 and 2022 ridership fell by more than 30%. The large ridership increase assumed by PSRC now looks highly improbable…The pre-COVID baselines used in prior plans need to be replaced with more recent trend data. This may prompt some uncomfortable policy discussions, nobody likes to abandon an attractive vision, but wishful thinking isn't an effective strategy. Updated plans should face up to the change in travel behavior and take advantage of the opportunities that have been created by technology and the increase in working from home."

regional transit with anticipated impacts on greenhouse gas emissions. However, the DEIS does not address how the need for the TDLE may be impacted by the broader shift towards electric vehicle systems or discuss which of the alternatives would result in the elimination of electric vehicle charging stations and to what extent, or how such elimination would impact the need analysis regarding the TDLE.

- **Air Quality and Greenhouse Gas Emissions**
  - While Section 4.6 of the DEIS discusses Air Quality and Greenhouse Gas Emissions with references to the EPA emissions modeling system, it does not specifically address the impact of Washington law regarding electric vehicles or how that law may impact the EPA modeling or its assumptions when evaluating the No-Build Alternative and Build Alternatives.

- **Safety**: The DEIS addresses potential conflicts with other modes of travel,[6] but fails to address safety of the light rail system itself. This is a concern given that the track is proposed to bisect the Walmart parking lot, where patrons and vehicles will be located below and a derailment or structural failure could be catastrophic. Such safety issues may render additional portions of Walmart's Property unusable for any purpose.

  - **Track Height**: It is difficult to determine the proposed height of the elevated track that would traverse the Walmart Property; the DEIS states that an "elevated guideway must have a minimum clearance of at least 16.5 feet over roadways and 23.5 feet over railways, but topography and other considerations can result in a profile as high as 50 feet or more". The proposed height of any track on the Walmart Property is critical to understanding potential safety risks.

  - **Speed**: Section 2.1.1 of the DEIS states that track speeds "of up to 55 miles per hour" could occur. Please provide the estimated speeds that would occur along the segment that is proposed through the Walmart Property, which is also critical to understanding potential safety risks.

Walmart urges that the SF I-5 Alternative be identified as the preferred alternative for the South Federal Way Segment, on the basis that it would have the fewest residential, business and employee displacements and fewer private property acquisitions than any of the other alternatives, in addition to the fewest noise and vibration impacts and the removal of the fewest private parking spaces.

[6] DEIS at Section 3.7.

The SF I-5 Alternative would avoid all impacts to historic resources and is also at the lower range of probable cost compared to the other alternatives.[7] The I-5 Alternative would not require any easements over Tribal lands,[8]and would have the fewest utility conflicts.[9]

Sincerely,

FENNEMORE CRAIG, P.C.

Brandi B. Balanda

cc: Mr. Matthew Nelson
Ms. Tracy Inscore

[7] DEIS p. ES-16 to ES-17; Table ES-3; Table ES-6; Table 3-15; Table 4.3-1.
[8] DEIS Table 4.1-3.
[9] DEIS Table 4.15-2.

From: Alex C [redacted]
Sent: Sunday, February 9, 2025 6:12 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: PROTECT FREIGHTHOUSE SQUARE

Don't destroy Tacomas history! Build around it.

Thanks

Alex

From: Michael A [redacted]
Sent: Sunday, February 9, 2025 10:23 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: do not ruin the freight house square

Seriously do not put this in a place that will harm the freight house square. if i had to choose east 26th seems fine. i ride the bus often and would love to take light rail but just be kind to the neighborhood.

Online open house submittal

Dec 13, 2024 1:57:54 pm

Anonymous1

Hello, Please continue the 590/594/578 after Federal Way Station opens in 2026. There are too many ongoing, regularly occurring issues with this line to take away our BUS lifeline into the big city. Thank you, Concerned Harborview/UWMC Staff Member

Voice message submittal

Anonymous 1#

Hi, uh please don't destroy Freighthouse. Um I would prefer either the 25th St. E alternative or the 26th St. alternative. Um please take that into consideration without destroying Freighthouse Square. Thank you so much. Bye bye.

Online open house submittal

Dec 13, 2024 2:53:29 pm

Anonymous2

The connection from the Portland Avenue station to the opposite side of I5 will be critical - it needs to be safe, well lit, accessible and direct. Noise mitigation for the road should also be considered, for pedestrians, and people waiting for trains.

Online open house submittal

Dec 15, 2024 11:25:25 pm

Anonymous3

Get through the process as fast as possible. Get to the real design phase

Online open house submittal

Dec 16, 2024 12:13:42 am

Anonymous4

Thank you for providing opportunity to comment on Sound Transit and FTA's Draft EIS for the Link Light Rail Tacoma Dome Link Extension (TDLE). I have reviewed summary documents for station and alignment options and have the following thoughts as you determine preferred alternatives for alignments and stations. Overall, Sound Transit must consider the potential for station area redevelopment - especially creation of mixed uses and regional housing supply. These not only generate much needed residential stock and have potential to filter existing Puget Sound residents to station area housing (to take advantage of transit commuting options lacking near their current homes), but ultimately also improve regional property and sales tax base with newly assessed ad valorem assessments and (if integrated with mixed-use) sales taxes - which support Sound Transit operations, state and local budgets, and local commerce. In addition, providing integrated local and regional transit connectivity should be a key consideration. While all such impacts and factors should be carefully consulted with local and tribal officials and to avoid extreme housing displacement, commercial enterprises can be relocated; wetlands can be mitigated with off-site acquisition and, as with ST2 package projects recently opened and nearing completion, conscientious environmental design along alignments and at stations plus off-site improvements as needed. 1) South Federal Way: I would urge Sound Transit to advance SF 99-352nd Station and SF 99-East as preferred alternatives. These provide the greatest potential for station area redevelopment, which is key for a stop in this otherwise sprawled and mostly lower-density area. Non-motorized improvements as identified in the Station Area Report should be prioritized, planned, designed, budgeted, and completed contemporaneous with TDLE project. The Garage Parking Option should be advanced, and vacant lands at the station site adjacent to S 352nd and S 356th should be considered for sale/redevelopment. 2) Fife: I would urge Sound Transit to advance Fife Median and the Fife Station as preferred alternatives. These result in the least displacements and align with municipal plans. Non-motorized improvements as identified in the Station Area Report should be prioritized, planned, designed, budgeted, and completed contemporaneous with TDLE projects. An 1-5 non-motorized crossing feels like overkill and should be scrapped. 3) Tacoma: I would urge Sound Transit to advance Portland Avenue Station (no span) and Tacoma 25th Street-West stations and concurrent alignments as preferred alternatives, with the following comments: a. The Portland Avenue Station (no span) is preferable IF it contains better pedestrian access across I-5 to EQC and the Puyallup Tribal Headquarters. The sections of East 27th and East 28th Streets are functionally transition zones serving as a local off- and on-ramp to I-5 at Portland Ave and Bay St/East R St/East S St. Google Maps Streetview makes it clear enough just how hostile the bike/ped environment is at E 27th/28th and Portland Ave - and I would urge all Sound Transit board members to walk from the proposed station area to the Tribal Headquarters any time of day to appreciate the deficits of the built transportation environment. Put more directly: I would urge Sound Transit to specifically advance Crossing Project PA 5, for a new non-motorized bridge between the station at EQC elevated over I-5, E 27th and E 28th. *NOTE: Revisit southbound forecasted daily station boardings. Is Sound Transit confident that no riders will travel south from Portland Ave to the Tacoma Dome - even those that made a trip to Portland Ave earlier the same day (work, play); or area residents transferring directly to TCC from the Dome District in the same Forecast year, or intercity passenger trains to Portland OR?

Use the noodle to massage the model. b. The Tacoma 25th Street-West Station option is the least bad of all options. In the most ideal world, a single regional station would provide direct (cross-platform/cross-station) access between the Sounder S Line, T Line, and Link Light Rail TDLE alignment platforms. It's a shame that despite owning heavy commuter rail right-of-way used by interstate and long-distance Amtrak services along with regional commuter trains, and currently planning bespoke elevated guideways, the slew of existing properties and infrastructure in the area make a true Dome District transit hub infeasible. That said, Sound Transit should work closely with property owners and businesses in the Freighthouse Square area - particularly the existing Amtrak/Sounder station - to maximize existing facilities to the greatest extent possible before developing any wholly disconnected ("shiny new") station or waiting areas, and should work to functionally integrate platform accesses to existing transit and parking infrastructure as provided in conceptual site plans; particularly, a pedestrian bridge across Sounder S Line tracks and to the existing parking garage(s) (TD 6 Crossing Project). More specifically: Sound Transit should not spend a single additional red penny on, plan, or physically develop a single additional car parking space in this area. Look at Google Earth: if the "parking problem" has not been solved near the Dome, it never will be. c. With the preceding, Pierce Transit, Sound Transit, Amtrak and other intercity passenger transportation services must modernize schedules to better align local bus, regional bus, Line 1, T Line, Sounder S, and intercity bus and rail service frequencies/headways at Tacoma. In particular, by the time of TDLE Line 1 operations, Sound Transit should fully operate at peak 10-minute T Line frequency as promised but immediately reneged without any local consultation upon commencing revenue service.

Online open house submittal

Dec 18, 2024 3:40:42 pm

Anonymous5

I am very excited about the light rail linking with Seattle. I like the Federal Way stop near the Costco (Blue line) the best. I also like the routes that stay as close to the highway as possible.

Online open house submittal

Dec 19, 2024 11:58:17 am

Anonymous6

SF Enchanted Parkway Alternative is my choice.

Online open house submittal

Dec 21, 2024 10:30:36 pm

Anonymous7

I like the purple or orange routes best.

Online open house submittal

Dec 22, 2024 8:10:48 am

Anonymous8

I strongly support the Tacoma Close to Sounder option for it having the future ability to become a hub for public transport not only in Pierce county but up to King and the entire west coast (with high speed rail a few years out). While the displacement of businesses at Freighthouse Square is unfortunately, this is largely a food court and the economic impact to the region for a true hub will far outweigh the loss today. The ride from Tacoma to Seattle on the S line is ~1 hour and those coming in to Park at the TDS may come from 15-30 mins out. To encourage transit use (rather than drive and using the P&R), the connection switch needs to be as fast or faster to compete with this option.

Online open house submittal

Dec 22, 2024 9:21:28 am

Anonymous9

I worry about the intersection by Costco. I Think Orange with a station off Pacific would be far preferable than to have a station off enchanted.

Online open house submittal

Dec 27, 2024 8:05:09 pm

Anonymous10

This station in Tacoma Dome needs to be nice! It should be enclosed since it is the end of the line. It shouldn't look like your suburban stations. We waited forever even you got to the Eastside when our economy needs this in Tacoma. Finally provide retail spaces for more businesses, better connectivity to other transit that is right in that footprint like skyways or something. People shouldn't have to cross train tracks in a busy urban neighborhood like Tacoma Dome!

Online open house submittal

Dec 28, 2024 8:29:46 pm

Anonymous11

The least disruptive route through Federal Way is I-5 (the pink/fuchsia line) line. Don't take it on 99 or through neighborhoods. Keep it with the freeway.

Online open house submittal

Jan 1, 2025 10:56:50 am

Anonymous12

Hello, can we please expand the tram system to the north end of tacoma. I understand the need for TCC to have transit, however a major residents hub like the northend would be very crucial as well.

Online open house submittal

Jan 2, 2025 3:22:11 pm

Anonymous13

I think the Tacoma Dome station options need to preference connectivity to other transit options.

Online open house submittal

Jan 13, 2025 6:13:24 pm

Anonymous14

There should be no stops between Federal Way and Tacoma. There is NO NEED for a stop between the Federal Way stop and Tacoma. Get this done. I live in Tacoma and voted for this. Apparently, this portion of the system took a back seat to the wealthier areas of the King County. I'm 64. I'd like to be able to utilize the system/my tax dollars before I die.

Online open house submittal

Jan 14, 2025 9:55:54 pm

Anonymous15

It's my understanding the line will end at TCC. I'd like to know what your plans are to prevent homelessness from expanding at the green belt close to the end of the line where it is already an issue

Online open house submittal

Jan 15, 2025 11:50:23 am

Anonymous16

Not only will residents from Tacoma to Federal Way will use this route, but people from Auburn will also make connections to work southbound. We should keep up this form of mass transportation because we have outgrown our freeways.

Online open house submittal

Jan 16, 2025 2:36:40 pm

Anonymous17

I just watched the Milton City Council meeting. Routing on the west side of 99 is the only route that displaces residents. These are low income residents. We are in an affordable housing crisis. This directly conflicts with the goals of the state to create more affordable housing.

Online open house submittal

Jan 19, 2025 7:58:32 am

Anonymous18

There's no station in Milton, just like there's no exit off I-5 in Milton. To minimize disruption, sprawl, and noise pollution--or at least to keep it all together--the line should be run down I-5. It's the fairest thing to do this for this community considering there's not even a station.

Online open house submittal

Jan 21, 2025 7:14:37 am

Anonymous19

All I can say is, make it happen. We've been wanting this for a decade now. The draft looks good in the preferred stops. However, I feel like a city is missing, like Milton, and Wildwaves too needs a station.

Online open house submittal

Jan 21, 2025 12:46:42 pm

Anonymous20

Make sure to leave space for a high speed rail station at Tacoma Dome

Online open house submittal

Jan 24, 2025 5:54:08 am

Anonymous21

Save Frieghthouse! It is the home of several small businesses that help your community thrive.

Online open house submittal

Jan 24, 2025 6:31:39 am

Anonymous22

Don't demolish freighthouse square. There's many small businesses and it's a historic site. Please find a different path.

Online open house submittal

Jan 25, 2025 4:38:40 pm

Anonymous23

South Federal Way I-5 Alternative is the best option. We want minimal impacts to businesses as possible

Online open house submittal

Jan 27, 2025 12:55:13 pm

Anonymous24

Don't destroy freighthouse station its a vital part of the community. I would go there all the time for food in between waiting for public transportation.

Online open house submittal

Jan 28, 2025 11:59:01 am

Anonymous25

I live near the proposed SF I5 Alternative Route and SF I5 Station, This route will pass closest to my residential property and have the highest noise impact on myself and the local wildlife habitat. However I reluctantly prefer this route and station location as it will be the most likely to come in at or under budget and will have the least adverse impact upon local residential, business, traffic, and the natural environment. I also am opposed to the Porter Way routing due to the adverse environmental impact.

Online open house submittal

Jan 28, 2025 7:59:27 pm

Anonymous26

Please be sure to make a train Stop in Fife WA with a parking structure that has security cameras.

Online open house submittal

Jan 30, 2025 11:08:34 am

Anonymous27

I think it's a great idea! The extension helps minimize a lot of the congestion on the roads and is a more "green" option.

Online open house submittal

Jan 30, 2025 3:19:25 pm

Anonymous28

I would love an option that connects tacoma and seattle without having to drive on I5. It would make it much easier to go see family or for family to come up and visit.

Online open house submittal

Jan 30, 2025 8:10:50 pm

Anonymous29

I would love if this link extension would be put in place!

Online open house submittal

Jan 31, 2025 1:27:29 am

Anonymous30

I think the SF 99-352nd Station is the best option for the South Federal Way section. This station is the closest to the existing apartment buildings in the area (without being directly next to I-5). It's important for the "walkshed" around the station to include as many existing destinations as possible, and to account for where development can happen. The Porter Way station is in a quite low density area that would probably be difficult to re-develop. The I-5 station is too close to the freeway; it takes up a lot of the most valuable land around the station. All of the other options are pretty similar to the 352nd Station, but are closer to Hwy 161, and further from the apartments. I don't have strong opinions about the other segments/stations.

Online open house submittal

Jan 31, 2025 4:25:20 pm

Anonymous31

The I-5 Route for Fife is the only logical option. Taking businesses along pacific highway would greatly harm Fife's economy and the construction would cause insane amounts of backup in an already congested area.

Online open house submittal

Feb 1, 2025 12:05:22 pm

Anonymous32

Please preserve Freighthouse Square. It is an important gathering space and small business center of Tacoma. It would be a huge loss to remove this space for those who enjoy its atmosphere, unique small businesses, and diverse cultural foods.

Online open house submittal

Feb 2, 2025 8:27:32 pm

Anonymous33

Please don't destroy Freighthouse or hurt its businesses in the process of expanding the Sound Transit Line. Thanks!

Online open house submittal

Feb 4, 2025 10:03:53 am

Anonymous34

Several proposed station locations appear to be on flood plains, unstable ground, and near fault lines. Spending billions on a station that could be destroyed or compromised by environmental changes does not seem like a smart move. I am also curious about the cultural impacts. What are they? How closely is Sound Transit working with the Puyallup Tribe to mitigate cultural impacts? These cities seem to have chipped away at indigenous lands for centuries now. It seems inappropriate to continue to do so.

Online open house submittal

Feb 4, 2025 7:15:01 pm

Anonymous35

It is unfair to call TD-Close-To-Sounder the "transit hub" option when 25th-West is only a few meters to the north and would spare a historic center demolition. 25th-West offers the same pedestrian bridges to both Sounder & Amtrak platforms as well as an optional bridge to the parking garage, and the T Line is directly underneath. There's even a bus bay option that would put the new bus bays right on 25th Street. We can't afford to get rid of Freighthouse Square, but the benefit of a consolidated hub can be achieved with 25th-West.

Online open house submittal

Feb 8, 2025 4:00:11 pm

Anonymous37

Save Freighthouse Square! The businesses you are impacting are small, family owned, and unique. You have options that do not impact this Tacoma gem and I urge you to consider any plan that leaves Freighthouse Square as an integral part of this community.

Online open house submittal

Feb 8, 2025 9:04:41 pm

Anonymous38

Please preserve freighthouse square

Online open house submittal

Feb 8, 2025 10:56:08 pm

Anonymous39

I love the Freighthouse and the businesses there. I frequently take the train to visit my family living in Tacoma. While I'm in Tacoma, I rely on the light rail and love the Freighthouse being right where I end up. It's convenient and fun and I love supporting small businesses. Please keep the Freighthouse and consider alternative plans

Online open house submittal

Feb 8, 2025 11:01:23 pm

Anonymous40

I prefer the options that don't disrupt Freight house Square, the 26th street alternative in particular.

Online open house submittal

Feb 8, 2025 11:36:40 pm

Anonymous41

I favor the 26th Street alternative. Please don't destroy Freighthouse Square. At over 100years old, Freighthouse Square is an important part of Tacoma history.

Online open house submittal

Feb 9, 2025 8:13:18 am

Anonymous42

Please do not tear down, damage or impact freighthouse square! This is a Tacoma icon and historic building. Many small, family run businesses are there and will have no enter else to go! Find another place to put your pillars!!

Online open house submittal

Feb 9, 2025 8:24:24 am

Anonymous43

It would be a shame to lose historic freighthouse square. Why are we quick to demolish historical buildings in this city just for more cookie cutter urban infrastructure? As a resident in the area I favor 23rd or 26th street options and prefer to save this building.

Online open house submittal

Feb 9, 2025 8:40:08 am

Anonymous44

I love freight house square and favor the 25th street east alternative.

Online open house submittal

Feb 9, 2025 8:41:21 am

Anonymous45

Please consider the options that preserve freight house square. It is a part of Tacoma history, a landmark, and home to many small businesses.

Online open house submittal

Feb 9, 2025 9:54:21 am

Anonymous46

I favor the 25/26th street east alternative. I love Tacoma freighthouse

Online open house submittal

Feb 9, 2025 9:57:27 am

Anonymous47

Freighthouse is home to some of my happiest memories in Tacoma, some of the happiest memories of my childhood. Please don't chip it away. I favor the 25th St E alternative or the 26th Street alternative.

Online open house submittal

Feb 9, 2025 10:35:22 am

Anonymous48

DON'T TOUCH FREIGHTHOUSE SQUARE!

Online open house submittal

Feb 9, 2025 11:08:37 am

Anonymous49

I love the unique treasure of Freighthouse Square. I live close by and visit regularly. I prefer the 25th East St alternative!

Online open house submittal

Feb 9, 2025 11:43:54 am

Anonymous50

Your gonna make alot of people very mad if you tear down freighthouse square.

Online open house submittal

Feb 9, 2025 12:17:00 pm

Anonymous51

Save the freighthouse!

Online open house submittal

Feb 9, 2025 12:52:01 pm

Anonymous52

I favor the 26th street option. Save our small businesses while still expanding public transit.

Online open house submittal

Feb 9, 2025 2:13:47 pm

Anonymous53

Freight house is one of the only things that draws my family to Tacoma, please use one of the alternatives that saves this gem of a location.

Online open house submittal

Feb 9, 2025 3:37:48 pm

Anonymous54

Please keep the freight house square and choose an option with minimal impact to it. This is a historical and well loved Tacoma building and business area that we can't get back if it's gone.

Online open house submittal

Feb 9, 2025 4:39:11 pm

Anonymous55

There are groups of people sending in comments to try and save Freighthouse. As someone who once spent many hours a week in that place, I do not agree in "saving" that building. In fact, I believe keeping that building in the condition it's in is contradictory to saving anything. The only reason any business would choose to operate out of their is if they got a good deal on rent for their space. Demolishing and building something brand new would be far more beneficial to the community. Once point rest and popped up and all those businesses came in the picture, the business at Freighthouse tanked. The construction out front that took away the pull in parking for the customers, forcing everyone to park parallel was also another negative impact factor. I could go on and on about that place, but more importantly, I don't have much on my list for what's right about it to where I'd say to keep it open. I'll miss Freighthouse Square for sure, but it's time to face a reality. The Freighthouse Square is a pale shadow of what it used to be in the 90s and early 2000s. I really do feel bad for some of the spots in the food court, though. That was really the heart of all of the businesses there. A place where people could gather and eat delicious international foods. The restaurant lineup was ever changing, but a few places stayed there long-term that I know of.. The rest of the building, it had a good run, but it doesn't really serve any purpose any longer

Online open house submittal

Feb 9, 2025 5:19:21 pm

Anonymous56

Freighthouse is a special place and it would be awful for it to be lost. Please consider the 25th St E alternative or the 26th St alternative to conserve this wonderful building.

Online open house submittal

Feb 9, 2025 5:43:36 pm

Anonymous57

Please don't demolish the Freight House! Please consider the 26th St alternative.

Online open house submittal

Feb 9, 2025 7:17:54 pm

Anonymous58

We love freighthouse square. Please use whatever plan is least disruptive to it.

Online open house submittal

Feb 9, 2025 9:15:19 pm

Anonymous59

I love freighthouse square . Please save it. Why not use the 26th street way?

Online open house submittal

Feb 9, 2025 9:29:26 pm

Anonymous60

I am writing regarding the Tacoma Dome Link Extension project to advocate for design alternatives that preserve the historic Freighthouse Square. While growth is important, it shouldn't come at the cost of Tacoma's history. This city thrives by repurposing its past rather than erasing it, like it did with Union Station. Freighthouse Square deserves the same thoughtful preservation as we continue to expand.

Online open house submittal

Feb 10, 2025 12:06:31 am

Anonymous61

For the Fife Segment, I prefer the I-5 design due to the smaller impact on business, traffic, and the historic Pick-Quick Drive In. Similarly, I am opposed to the Tacoma Close to Sounder Station due to it's impact on the small businesses in Freighthouse Square.

Online open house submittal

Feb 10, 2025 10:32:43 am

Anonymous62

I favor the E 26th st option. It provides distinct separation between the Sounder and Link lines, while also maintaining proximity for those transitioning between both. It also has a low impact to businesses in the area. This is overall the best way to do this.

Online open house submittal

Feb 10, 2025 10:35:06 am

Anonymous63

Would love the Freighthouse space to be saved and enhanced rather than torn down! Excited for lightrail extension but Freighthouse is also a lovely spot to get off/on the train and get a peak at the energy of Old Tacoma.

Online open house submittal

Feb 10, 2025 10:46:33 am

Anonymous64

There are several important historic buildings in this area: the Brunswick Hotel building (1888, 402-04 Puyallup Ave), Nalley's Pure Food Bldg. (1928, 409 Puyallup), Carman Manufacturing Building (1909, 601 E. 25th), Chicago, Milwaukee, St. Paul and Pacific Freighthouse Square (1909, 2501 E D St,). These buildings should be preserved for all routes.

Online open house submittal

Feb 10, 2025 11:59:57 pm

Anonymous65

As a longtime Federal Way resident, I strongly oppose: 1. The SF I-5 alternative for the South Federal Way Station; and 2. Demolition of the Freighthouse Square building for the Tacoma Dome Station. The SF I-5 alternative has a poor walkshed. If the station ends up along I-5, it will be farther from businesses, parks, and future multifamily housing, ultimately limiting popularity and ridership. Freighthouse Square is a historic South Sound landmark; demolishing it would be a huge mistake.

From: Chloie and John Ashe [redacted]
Sent: Wednesday, January 8, 2025 7:20 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Proposed routes

I received the flyer with proposed routes for deis. We live directly along these routes and need a more detailed map. The flyer, as well as the website, are very vague on the actual routes. We live one block west of 99 ([redacted]) and are very interested in more developed details of the proposed routes.

I, as long as my neighbors, look forward to further communication.

Thank you,

Chloie Ashe

The phone number 206 698 4783 does not work. I have left messages at other numbers but have not received a response.

Public Comment Form

January 28, 2025

Ross Atwooel

As a Federal Way resident that occasionally must commute either north towards and into Seattle and south into Tacoma. This link expansion is a great benefit to reduce costs and stress of a commute. After review of the various proposed station options, I have some thoughts on both location, as well as relief to businesses affected. In the SF area, the preferred station would be the 352nd span option. This area is highly trafficked by pedestrian, especially in the summer season at Wild Waves. The traffic congestion caused by extended construction should be thoroughly reviewed though. The I-5 station basically bypasses access for many in the Federal Way bus routes for access. For the Tacoma Dome area, station 25th St West makes the most logical sense as that would line up directly with existing T-Line infrastructure. When considering any stations that would be removing large amounts of trees and greenery, we should consider those options that would be construction in already developed areas, with much less removal of greenery.

For businesses greatly impacted by any new construction, could offers be made for free marketing with ST to allow businesses who are sacrificing location and business for development to benefit from that arrangement?

Online open house submittal

Dec 14, 2024 10:15:25 am

Sharon Baker

The impact of my families business is going to be devastating. A million dollars plus in sales and you will wipe it out and consolation prize $50,000 that won't even start a replacement business. This isn't fair.

Public Hearing Testimony

Hannah Bates

Hi, my name is Hannah Bates. I'm going to be focused on the South Federal Way location station because that is where I will be most directly impacted.

We live really close to there. My hope for this long-term project is to overall help develop Federal Way into a more pedestrian friendly area.

Right now where we live there are very few sidewalks. It is very hard for people to get around, and I see young kids walking on the street regularly because there's nowhere else for them to go, and I really hope that this will help revitalize the area and kind of encourage more development.

Right now I think I would be leaning closer to the Enchanted Parkway span location. I like the central location of it as well as I think it's more pedestrian and non-motor friendly.

If everything stays the same and we continue to have the Seattle Children's clinic right there in that location, I think that that station location will be best for easy community access to something so vital like the Seattle Children's Clinic.

I have family members who have had to take their children there, and for people who do not have access to a car, I think that that would be really incredible, and having that be pedestrian friendly I think is ideal.

I am concerned, though, however about the impact on the Tribe. I think working with them is of the utmost importance, and also the potential traffic.

I do think that the I-5 Station is just not close enough to any of the businesses and would be logistically kind of a headache for anyone trying to approach from specific locations or directions.

I definitely think that the span of the Enchanted Parkway location would be the best solution, and I'm really excited for this project. Thank you so much for all your work.

Online open house submittal

Feb 9, 2025 6:48:12 am

Melissa Baylor

Dont tear down freighthouse Square! It is part pf the community since I was a child! I now take my kids here and to the almond roca store and the WA state history museum! We go here!!!!! If anything it will revitalize the area and bring more vendors with foot traffic! This is OUR community! Youve already purchased and demolished homes people live in for this! Leave the history of Tacoma intact! Thank you!

From: [redacted]
Sent: Sunday, February 9, 2025 6:52 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Tacoma Freighthouse Square

Save Freighthouse Square has been part of Tacoma for centuries. It should be fixed up and designated to be a historical landmark.

It is always a fun place to visit with shops and restaurants, especially now that there is a parking garage. It is a point for buses, link rail and trains so it is a good spot for those people and locals to stop and get a bite to eat and roam around the shops before or after their travels.

Please don't get rid of it.

Thank you

Barb B

Online open house submittal

Jan 16, 2025 1:23:51 pm

Benjamin

The amount of parking being constructed along the alignment is excessive. It would be much more efficient use of resources to either construct transit-oriented development on the spaces that would otherwise be occupied by parking garages and surface lots, or to better coordinate with local bus services to increase ridership to the station itself, rather than encouraging driving to the stations. Most drivers to Link parking garages are single-occupancy vehicles, which at best translates to a few hundred riders were every single spot to be used. However, station parking is already exceeding capacity along much of the line, limiting its usefulness - in many garages recently opened for Lynnwood Link, commuters take up almost all the spaces by early morning, leaving the garage essentially useless for other potential riders, who may give up riding Link entirely when they cannot secure parking at the station. Transit-oriented development can also encourage better land use around the station, creating a stable demand for ridership by local riders who can simply walk to the station rather than driving in. Furthermore, a heavy emphasis on parking and driving makes the stations uncomfortable to navigate on foot -- see for example Tukwila International Boulevard station, where one must navigate through 300 or so feet of parking before reaching the station entrance. This is an unpleasant urban environment and a poor use of space. I strongly advise the agency to look to other land uses than extensive parking structures.

Voice message submittal

Steve Birch

Hi it’s Steve Birch, and I wanted to state that I want to have the light rail extension on the 26th St. alternative. Uh I do visit Freighthouse Square quite often and blocking it or destroying it would, you know, hurt quite a bit. And thank you. Bye.

Public Hearing Testimony

Brian Bischof

I just had a quick question, kind of piggybacking off the last comment here. There's potential for a multimodal center close to the Sounder option, but it seems like the preferred alternative is the West Station, which doesn't affect businesses as much.

What is the benefit of the close to Sounder Station? What is the incremental benefit versus the preferred alternative that's existing? That's my only question for now.

Public Hearing Testimony

Darren Blacketer

My name is Darren Blacketer. I'm a local artist, and I love Tacoma. Whenever I got started here, Freighthouse Square was the place that allowed me to be a part of it.

I love everybody in this town, even the weird ones. We're all weird here. Anyway, Freighthouse Square is part of my soul. I'm an artist. That place is there. The people there are amazing.

Somebody told me a long time ago when I first got to this town that this was the place, the city of destiny, and I've been living that ever since I've been here, and it would be really a pity for that place to be torn down.

Unfortunately, if that happens, a lot of therapy and a lot of rage will come into my heart, and I won't know how to deal with that. I'll just have to deal with it the best I can.

I felt inclined to come, but I also felt like my voice was important, and that's the terrible thing. How dare anyone decide to do the timing in such a manner like they did to make it to where no one else in this town knew what was going on, what time to come, what to say, what needed to be said in such a small amount of time.

I don't even know if this is going to be implemented in the way it needs to be, but the Freighthouse has the soul of Tacoma in it.

If you get rid of that, you might as well tear down the whole [redacted] town if you're going to do that. It's soulless, and it's sickening, but we shall survive. We shall evolve. That's what we do. That's what the human race does, and that's all I have to say about that, peace.

Online open house submittal

Feb 9, 2025 6:21:40 am

Amy Boheman

Love Freighthouse. Builds community and increases the sense of history and nostalgia around that area. Please consider the options that would have the least impact on it during and after construction!! Thank you!

Online open house submittal

Feb 10, 2025 1:51:35 am

Nanette Bolle

I am old enough to remember Freight House in its prime day. Many memories made there. Many visits. Peggys Cinamon rolls and then strolling through the shops. with my grandparents, my dad and later with my own kids. A visit to Tacoma wasnt complete without a stop at Frieght House . Its uniqueness and history should be perserved and continued. The link is important... But it shouldnt be and issue of one or the other. Incorporte it into Freight House . Mold them together. Make them a benefit to each other. We need community Freighthouse Square has been a part of bringing community together for many years. Community needs transportation Make a place where both can coexist and watch it grow!!

Online open house submittal

Feb 8, 2025 7:51:45 pm

Joy Bonney

Please use the 26th street alternative and don't mess with Freighthouse Square. Thank you.

Online open house submittal

Jan 30, 2025 5:52:09 pm

Ben Brooks

Fife - station should be kept in its primary proposed location to support the future Town Center however there needs to be a way to provide access across I5 where most of the houses and apartments are at. Either a pedestrian bridge at 62nd over I5 or a circulator bus/van between the station and the community. Tacoma Dome - prefer station over 25th not touching Freighthouse but with a pedestrian bridge connecting the garage, station and Sounder platforms. Also recommend a storage track in the area between Tacoma Dome and Portland Ave to support events at Tacoma Dome and Emerald Queen.

From: [redacted]
Sent: Sunday, February 9, 2025 7:37 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: PLEASE save Freighthouse.

Please save Freighthouse. Its such a high light of Tacoma and visitors here. Nothing else like it. We love our Freighthouse. Nancy Brown

Public Hearing Testimony

Zachary Burchfield

Overall, I really appreciate the project coming down to Tacoma. As a longtime Tacoma resident, I am very happy about it, especially connecting to the airport and such.

I would say my only kind of concern is more about future planning. If it ends up planning linking extensions into downtown Tacoma or to the Tacoma Mall, how is it going to be planned in the future even though I know that's not part of the EIS currently at the moment?

Overall, I still think the preferred alternative is really good in terms of balancing both connectivity towards Sounder, Amtrak, the T line and onto bus connections overall.

The only other comment I have is about South Federal Way. I would say that the one located in the shopping center is probably the best option in terms of just overall reimagining and reinvigorating an area that will definitely benefit our transit-oriented development and such. Thank you so much.

From: [redacted]
Sent: Saturday, February 8, 2025 11:53 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Tacoma light rail extension project

Hello,

I'd like to contribute a comment regarding the Tacoma Light Rail Extension Project. I think maintaining unique small businesses in our area is important, therefore I feel either the 25th st east or 26th st east alternatives are the least disruptive to the businesses of Freighthouse Square.
Thank you for your consideration.

Anneke Burgess

From: Aaron Burling [redacted]
Sent: Thursday, January 30, 2025 6:21 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Freighthouse

Hello someone sent me the information regarding the possible demolishing of all or part of the freighthouse.

Covid was a very tough time for myself and my small business and Freighthouse gave me the opportunity to get back on my feet with the use of their event spaces which I have used many multiple repeat times over the last 4-5 years.

As I have used that facility many multiple times, based on the layout the venues at the end lower part of the building that include the event spaces provide not just for me but for many others an opportunity to express the various and diverse cultures we represent.

As they are positioned well and far out of the way away from the main upper level area in the back where the transit pulls in I think at the very least there is no reason why the event centers, gallery, and shops at the very end could not be preserved due again to the fact that they are well positioned out of the way.

Demolishing all of freighthouse would demolish the place that gave me a 2nd chance at pursuing my aspirations and dreams after being devastated by the loss of all my opportunities after covid.

Public Hearing Testimony

Kit Burns

My name is Kit Burns. I live in Tacoma. I'd like to speak in favor of the 26th Street Station because I've looked at these a lot.

I'm a retired architect. I've worked on multiple projects including wetlands and very large public projects like high schools.

I've looked and reviewed the drawings, and I also use the station quite frequently, so I'm very familiar with it. The 26th Street Station I think is by far the preferred station.

It works better for access to Sound Transit for one, and it also works fine for link the way it is now, the T line, and so it disrupts the T Line not at all or not by comparison because it's allowed to stay functioning and the lines don't have to be torn up.

They don't have to be shut down for an indeterminant amount of time, so there's some other aspects to that, but I really think that's a priority, and that's what should be looked at primarily.

The second thing I want to mention is the station that's a mile and a half way, the proposed station a mile and a half away, I don't believe that should be built. There's reasons for that.

The cost of it, the length of the construction will impact the whole implementation of this link extension. Because you have so many buses going through the Tacoma Dome station and all the other buses, it'd be quite easy to have those buses stop right at the casino instead of having the train stop there. You don't have to build a train station, so I think there's a lot of pluses for that.

The other thing, as a person walking down on Pacific Avenue, all of us who in live this area and walk in that area, it's dangerous. I'd invite you to go down there, but it's so dangerous that I'm not going to even suggest that, so that's my two cents. Thank you.

Public Comment Form

January 30, 2025

Kit Burns

- I-5 is best option least impact
- ELIMINATE Portland Ave Station not needed buses from Tacoma Dome Station every 15 min. (expense and time delay)
- 26th Street Option – least impact and can be extended down So Tac Way in future.
- Do not impact T-Line nor freight house square.

From: [redacted]
Sent: Monday, February 10, 2025 11:57 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Kit Burns - Comments - Tacoma Dome Link DEIS

26th Street Location is the best station location

This provides direct access to the Tacoma Dome (up to 21,000 attendees).
Access to the Sounder is possible without crossing the rail tracks. Important with large crowds.
Access to AmTrack is short and direct.
Access to surface T-Link is only one block away.

This is the easiest to construct and has the least environmental impact to existing infrastructure.
Simpler construction, faster timeline, smallest neighborhood impact.
It may be constructed and not impact E "L" Street Bridge too much, if at all.

Truly a multi-modal station.
Bus Lines would best be relocated to this area (with bus storage near the garage on Puyallup Avenue).

Access to EQC should be from the bus terminus with buses traveling to EQC every 15 minutes max.
With Goal to be every 10 minutes. No waiting. (Eliminate Portland Avenue Stations for multiple reasons)

Access EQC via 26th to "L" street, across I-5 Freeway, and continue down E 29th street to EQC.
Quicker, safer, direct access to Hotel and to Casino with short walk, sheltered out of the rain.

Signaling and road revisions required but much cheaper than a Portland Avenue Station with a shorter construction time-line.

Tacoma Alternative Station Proposals - No. All have significant Red Flag Obstacles.

All 3 Alternatives have significant flaws that don't appear to have workable solutions. Solutions shown are deeply strained, not very good.
One proposal impacts Amtrak and the Sounder during construction.
For how long? At what cost? The answer to both is "we don't know".
One proposal eliminates Freighthouse Square. This is both costly and unacceptable for the community.
Two of the proposals affect the T-link which would have to be temporarily shut down for an undetermined length of time.
The cost to shut the line down is hard to calculate.
These proposals would create tunnels and obstacles to all travellers and traffic confusion for all modes are not clear.

Architecturally these destroy a sense of human scale.
They cause an inevitable crush of people and "collisions" as foot/vehicle traffic tries to get from points A to B.

Portland Avenue Stations - Very awkward locations, none very usable.

Either of these Portland Ave station locations would stop about 1.5 miles from the Tacoma Station.
This is not good for transit use. Nor is it a friendly passenger experience.

A difficult to navigate impact for use at Portland Avenue station is time to walk to EQC with luggage,
in the dark, during most of the year on surface streets.
Having to cross multiple street intersections with or without luggage is a challenge. In the rain, more so.
These intersections are in a heavily used freight corridor, some as wide as 7 lanes of traffic.
Better street lighting will not improve pedestrian safety the area.

The EQC is an important community asset and needs to be supported, and easy to get to.

Using the E 26th Street station a number of buses could ensure frequent transit to the EQC within 10 to 15 minutes.
Each passing by the front of the Casino Operations and Hotel Operations. (both are covered).

Routes to Puyallup, Sumner, E. Portland Avenue, Fife, Federal Way, and other destinations could be usefully used with a designated EQC station encompassing travellers, both directions.

Going from E 26th and D to L street over the freeway to E 29th street, then to EQC would be quick and convenient.
More convenient than walking over the freeway or walking on the challenging surface streets.

To walk with luggage would be 15 to 20 minutes, depending on weather (and your age).

I can see a group of 20 travelers coming from the Airport, stopping at 26th Street Station, transfering to the frequent bus lines, and being nicely delivered to the covered front doors of EQC on E 29th.

Feel free to contact me for a more comprehensive explanation.

Please consider the E 26th Street station and eliminate the Portland Avenue Station.
Reroute bus paths and make a fully multi-modal transit connection for Tacoma and the EQC.

Note: I am an Architect and have designed public facilities for many years.
I have used transportation in many cities and recommend these as a solution for Tacoma Dome Station.
Having seen the presentation about 4 times, I have looked over the drawings and submittals in detail.
These are my conclusions and recommendations.

As I reviewed the plan drawings and the perspectives, I also went to the area to "think through" looking for the best solution.
I beleive the above would be the quickest to construct, the least costly and give positive results to everyone.

--
Kit Burns

[redacted]

“Things don't just happen. They are made to happen.”
---John F. Kennedy

Online open house submittal

Dec 21, 2024 10:05:19 pm

Brian Camat

Enchanted Parkway alternative. I feel less business will be effected during construction..

Original Customer Comments Submitted

Comment Submission Date: 1/21/2025 1:29 PM
Form Submitted:

Applicable Details:

ST Facility or Station: - Left blank -

Line of Service: - Left Blank -
Route: - Left Blank -
Route Direction: - Left Blank -

Location Description: - Left Blank -
Date of Occurrence: 1/19/2025 12:00 AM
Time of Occurrence: - Left Blank -

Comment Type: - Left Blank -
Subject: Alerts/Station Announcements
Comments: We are writing in concern of the upcoming proposals for the new light rail between FW and Tacoma Dome. Our property and home of 5 acres and of over 40 years is located on 376th st in Federal Way. After wading thru the website and all the information concerning alternative routes. We are very much interested in the Enchanted Parkway route. We feel this route will negatively impact what little is left in Federal Way as wetlands, rural, and wooded land. We have a lot of wildlife here. And that beautiful Hylebos waterway which we played in as children would certainly be seriously impacted. We implore you and the powers that be to take a real serious look at the Hwy 99 route. A lot of that area is being impacted by the homeless and could seriously be cleaned up. We would like a more detailed idea as the impact of this project in this very beautiful area of Federal Way. We plan on attending the public meetings this month. Sincerely, Mike and Kelly Campbell

Customer Contact Info Provided:

First Name: kelly
Last Name: campbell
Email: [redacted]
Street: [redacted]
City: WA
State: WA
Zip Code: 98093

Online open house submittal

Feb 5, 2025 12:07:42 pm

Caleb Carlson

As a Tacoma resident, I will only comment on the Tacoma stations. The pink line, Tacoma 25th Street-East is the most fitting for Tacoma. Although it doesn't create a fully integrated transit hub, it avoids the full closure and rebuild of the Amtrak and Sounder station and avoids the demo of Freighthouse Square, an irreplaceable community and small business resource. The 25th Street-East Station will extend the transit-oriented space to the next block east and allows for a potential lighted and improved pedestrian route from E 26th St. to E F St. behind the Dome which is an underutilized and seemingly unsafe route for pedestrians. This will also improve entry into the Dome by dispersing patrons to more of the entrances instead of the bottleneck on the west side of the Dome. I believe the Portland Ave. Span Design Option will be preferred if there is a possibility to save the Tacoma Soccer Center, which is a valuable low-cost community resource and will only become more important if transit is available right outside of the center. If the business has to be demolished then I the decision is less important.

Online open house submittal

Jan 8, 2025 11:43:13 am

Nanette Carvalho

40 residential displacements on the SF Enchanted Parkway option, which also impacts 1 highly sensitive cultural resource is unacceptable and should by no means be the #1 option. The SF 99 E and W alternatives is a much better option as it doesn't impact as many homeowners, and the SF 99 – 352nd Station would be much easier for riders to connect with bus routes.

Online open house submittal

Feb 9, 2025 10:12:06 am

Therace Chapman

Please save Freighhouse! Why do we constantly choose to demolish history and character for convenience? We have alternative routes we can use for the light rail…..this state is breaking my heart more and more

Online open house submittal

Feb 9, 2025 8:36:10 am

Elisabeth Clarke

Please save Freighthouse Square! Choose either the 26th Street alternative(figure 2-36) or the 25th St. East station (fig. 2-34). I prefer the 25th East option. It would be the easiest for those with ADA accommodations. I have issues with walking and find that the existing infrastructure of both the light rail and Freighthouse to be appropriate for use by mobility conscious individuals. This saves both a local historical shopping & dining area, as well as uses existing footprints of the link, sounder and Amtrak, while providing more options of transit and limiting pedestrian vulnerability and profit loss for all agencies involved (Amtrak, Sounder, Link/light rail & Freighthouse Square). Our community in Tacoma needs access to all of these things. The options presented in 25th St East and 26th St alternative options keep much needed economic/ financial benefits in Tacoma. Sincerely, Elisabeth Clarke

From: Matthew Clark [redacted]
Sent: Sunday, February 9, 2025 2:02 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Freighthouse Square

Hi,

Please don't destroy Freighthouse Square and use the 25th Street alternative route.

Thanks,

Online open house submittal

Feb 4, 2025 6:45:31 pm

Scott Clow

South Federal Way station should be along Hwy 99. Do not want to disrupt Indian sacred burial grounds.

From: Bella Corpuz [redacted]
Sent: Monday, February 10, 2025 6:32 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: FREIGHTHOUSE!

SAVE THE FREIGHTHOUSE! It's a historic Tacoma landmark that's been around my entire life & hopefully I'll be able to bring my daughter here when she's a little bigger!!!
Thanks for your time,
Bella

Online open house submittal

Feb 1, 2025 7:38:02 pm

Jessica Creso

Please save the freight house square,I love the freight house and it is a historic building and I don't see why you need to tear it down.And it has good energy. I believe a different option would be more versatile and have a more appealing look and it would not clash with Amtrak. I feel in a lot ways freight house is the heart of Tacoma. I myself did interior design architect at clover Park and come from a longline of architects with the Creso family so I have an eye for this. I would love to help if you would like my insight because historically I also come from a family who does this. Sincerely Jessica Creso

From: Allie Criswell [redacted]
Sent: Monday, January 27, 2025 5:27 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Urgent Concerns Regarding Freighthouse Demolition – TD Link Extension

Dear Sound Transit Board,

I am writing to express my deep concern and opposition to the proposed annexation and potential demolition of Freighthouse for the Tacoma light rail expansion. While I understand the importance of expanding public transportation, the decision to displace this historic and culturally rich landmark would be a devastating loss to our community.

Freighthouse is more than just a building; it is a vital hub for small businesses, offering a diverse range of foods and unique shops that cannot be found elsewhere in Tacoma. The businesses within Freighthouse are owned and operated by individuals from diverse cultural backgrounds, making it a crucial destination that enriches our city's identity and attracts both locals and visitors alike. These businesses would greatly benefit from improved transportation access, and removing them would be counterproductive to the goal of fostering economic growth and accessibility.

Additionally, Freighthouse holds significant historical value, serving as a longstanding symbol of Tacoma's industrial and commercial past. Preserving such landmarks is essential in maintaining the character and heritage of our city, something that cannot be easily replaced once lost.

I urge you to reconsider this proposal and instead focus efforts on utilizing the abandoned construction site directly across from Freighthouse, which presents a much more suitable and less disruptive option for this project. Repurposing existing, underutilized infrastructure would align better with sustainable urban development goals while preserving the unique cultural and economic ecosystem that Freighthouse represents.

Please take these concerns into serious consideration before making any irreversible decisions. The displacement of over 20 small businesses and the erasure of an important cultural site would leave an irreplaceable void in Tacoma's landscape. I, along with many other concerned citizens, strongly advocate for an alternative solution that prioritizes community preservation and smart urban planning.

Thank you for your time and attention to this matter. I hope Sound Transit will act in the best interest of the people it serves.

Sincerely,

Allison Criswell

[redacted]

Tacoma WA Resident

From: James Cruz [redacted]
Sent: Sunday, February 9, 2025 5:50 PM
To: Tacoma Dome Link Extension <tdlink@soundtransit.org> **Subject:**

Don't tear down the freighthouse square.

Sent from my Verizon, Samsung Galaxy smartphone
Get Outlook for Android

From: Visu C [redacted]
Sent: Wednesday, December 18, 2024 12:54 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Comments on the [Light Rail Extension Tacoma Dome Light extension - Fife]

To whom-so-ever it may concern,

I am writing to you as a home owner in the area of Fife, with huge concern and on the verge of losing our home to construction of light rail to Tacoma Dome. I have seen the maps and the zones of construction and would like to comment that the construction of light rail can be planned in a route where there is no taking over of residential properties.

We have lived in this area/house for the past 17 years and have bought this house after much consideration of proximity to many amenities. Losing our home at this age and juncture of our lives is extremely difficult for us. We have a child who will be going to college in 2025 and this is surely not the time we can plan for relocation. Please plan the construction in such a way where there is no loss for residential structures or relocation program for the existing residents.

I am writing to express my support for the proposed [Light Rail Extension Tacoma Dome Light extension - Fife] and would like to suggest that the route across Fife be re-considered, in such a way where the residential properties are not touched to better serve the residents of Fife. I believe this extension will significantly have a negative impact on traffic congestion in our area, loss of property, which is already reeling under the heavy traffic of the trucks from the warehouses nearby.

Our address: [redacted]
Fife WA-98424.

Regards,

Visweswari C (Visu)
[redacted]

Voice message submittal

Heidi Dalrymple

Hi, my name is Heidi Dalrymple. I live at [redacted] Federal Way, Washington 98003. I live about, um, a half mile or less from Pacific Highway, south of 356th. And I'm very concerned with, uh, having the light rail built along part of the Pacific Highway south of 348th/356th. Comma, oops, sorry. I wish that you guys would,um, build it on the I-5 Corridor instead for that area because there are lots of wetlands along Pacific Highway route north of Fife and on that 356th and south area. Comma, there is a a children's school - Montessori, there is a horse ranch, and some houses, businesses, a church, some um, and a cemetery in that area and it would definitely negatively impact those areas - along with, um, the wetlands which is a large area there. There is a stream called the Hylebos stream that actually has salmon that runs up the corridor and that could be negatively impacted by the light rail on Pacific Highway. I've also seen eagles, coyotes, skunks, um fox in my backyard, running down the street, and any more building along Pacific Highway could really affect those animals. There is a stream, Hylebos Creek, that runs, um, probably, um, between my house and Pacific Highway. probably, I don't know, maybe 100 yards from Pacific Highway and 100 yards from my house, um and that could also be negatively impacted and that's the one that the salmon run on, run under. But it seems to… it would also be an ugly eyesore along Pacific Highway versus going along Interstate 5, which is already an ugly eyesore. And I have been to Washington DC, and they have a light rail that goes from the airport into Washington DC. And a lot of it runs along the highway and that just seems to be the best mode because it's not in impeding any businesses. You already have traffic running across and noise already being made and it's not going into any neighborhoods or houses or businesses. So, um, I can be reached at [redacted]. If you have any more, um, questions. Thank you for letting me give you my input on this. So, I hope that I will hear soon, um, about what you guys decide. Thank you. Bye

Online open house submittal

Dec 20, 2024 7:08:31 am

David D'Aniello

This has been studied for over 10 years and you really need to walk the area and discuss traffic flow etc . Close to sounder and the east 25th street are the #1 and 2 choices I own multiple businesses down there and I am part of the Tacoma Dome development group.

From: Heidi Danielson [redacted]
Sent: Sunday, February 9, 2025 4:42 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Freighthouse Square

As much as the link is a necessary part of Downtown Tacoma, so are small businesses.

In viewing the proposals Sound Transit I believe the 26th Steet option would best serve both the downtown area as well as Tacoma's small business community.

Heidi

[redacted]

Online open house submittal

Feb 9, 2025 1:21:15 pm

Angel Davis

I am a resident of Tacoma, WA and have been for all my 46 years of life. I would like to see the Freighthouse Square to stay. The Freight-house Square is more than just a building; it's a vibrant hub of community and commerce that has supported many businesses over the years and continues to serve 30 small local businesses now.. As a staple in the Tacoma area, it represents the resilience and entrepreneurial spirit of our community. Tearing it down would not only displace many beloved local businesses but would also erase a vital piece of Tacoma's cultural and economic fabric. It's crucial that we preserve this iconic landmark to continue fostering opportunities for small business growth and maintaining a cherished space for connection and commerce within our city.

Online open house submittal

Jan 18, 2025 4:48:16 pm

Tim Davis

Hi! Link needs to be extended to *downtown Tacoma* instead of stopping at the Dome! I realize that this means $250 million goes down the drain, but it's totally WORTH it in the long run!! There is simply NO WAY at all that someone will take a very, very long light rail ride from UW or downtown Seattle to the Tacoma Dome, then have to depart, wait *another* 10 minutes in a 37-degree sideways rain in January, and then board that little tram, wait ANOTHER 10 minutes, and then finally go that final 1.2 miles into downtown Tacoma!! NO ONE is interested in going to the Tacoma Dome; they want to go to DOWNTOWN Tacoma. Even from Federal Way, the ride to downtown Tacoma would take insanely long, due to the hassle at the Dome, which adds about half an hour to the trip, all to go just one more mile into downtown!! It never, ever, *ever* made sense for Link to terminate at the Tacoma Dome, and it never will! :) Thanks, Tim Davis

From: Tim Davis [redacted]
Sent: Sunday, January 19, 2025 12:53 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: TDLE needs to be extended to **downtown** Tacoma

Hi everyone!

Sorry to say, but terminating Link at the Tacoma Dome is absolutely insane. :) I realize that this was planned about 30 years ago, but Tacoma is a *completely* different city now. And it makes ZERO sense to take Link from Seattle to the Tacoma Dome, because 99% of people will want to continue to *downtown* Tacoma or beyond!

I fully realize that this means that we completely wasted $248 million on that Dome-to-downtown glorified tram. But we MUST cut our losses now, because it will pay off massively in the LONG run!

There is simply NO WAY at all that someone will take a very, very long light rail ride from UW or downtown Seattle to the Tacoma Dome--only to then have to depart, wait *another* 10 minutes in a 37-degree sideways rain in January, and then board that little tram. Then, they'd have to wait ANOTHER 10 minutes, and then finally go that final 1.2 miles into downtown Tacoma!! That is a TON of hassle, frustration, and our most valuable asset (time!!) getting from the Dome to downtown!

NO ONE is interested in going to the Tacoma Dome; they want to go to DOWNTOWN Tacoma. Even from Federal Way, the ride to downtown Tacoma would take insanely long, due to the hassle at the Dome, which adds about half an hour to the trip, all to go just one more mile into downtown!!

It never, ever, *ever* made sense for Link to terminate at the Tacoma Dome, and it never will! :)

Thanks so much,

Tim Davis

Online open house submittal

Jan 27, 2025 1:47:01 am

Ashlee Day

My feedback is that the preferred locations for Federal Way seems to have the least negative impacts. For South Federal Way SF Enchanted Parkway is also best however SF has lesser Business and Residential impact and that tradeoff is difficult to decide between. The other South Federal Way options don't really seem to offer much of value compared to the first two. For Fife, I don't prefer any of the Pacific Highway alternatives. For Tacoma, No displacement of Freighthouse Square businesses! The space is special people have dealt with construction with the addition of the T Line so choose 25th East or West.

Online open house submittal

Jan 23, 2025 2:04:16 pm

John DeBlaiso

Biggest waste of money . Stop the madness !

February 10, 2025

To: Sound Transit

Re: Tacoma Dome Link Extension/DEIS

Dear Sound Transit staff,

My name is Joni Dennison and I am a 30 year resident of the city of Federal Way.

I am writing in opposition to the DEIS statement at this time. I do not approve any option for the

Tacoma Dome. I will do my best to put forth the numerous reasons why this DEIS is not acceptable.

- Impacts to Tribal/historical lands
- Noise impacts air quality/health impacts
- Impacts to neighborhood cohesion. Affects affordable housing while imposing high density buildout.
- Residential displacement among historically disadvantaged populations.
- Construction impacts minority owned businesses and the business community as a whole.
- Environmental impacts/watershed importance

I have spent over countless hours trying to navigate these documents and have several concerns in your presentation, public outreach and data.

First and foremost our Mayor, council, and citizens never voted to approve the light rail coming to/through our city. We have been forced to endure years of chaos due to the transfer station at S. 320th. This is the core of our city which should be an inviting place to live and visit. We are now subject to a massive cement overpass which blocks our downtown core as well as initiating complex traffic impacts that will be ongoing for years to come. There is a lack of pedestrian access and safety with concerns to S. 320th transfer station.

The highest percentage of low income (33%) and minority (675) populations live along the Enchanted Parkway option. This as 13% HIGHER than Sound Transit Distribution as a whole.

Sound Transit has commandeered our 32sq. mile city and the Tacoma Dome extension will truly be detrimental to our environment, traffic, history, and mental health and well being of our citizens now and for generations to come.

An insufficient amount of time (3 weeks) was given to review and absorb the 16 separate documents that are hundreds of pages each. While I can appreciate the public outreach efforts and the work put into these documents, I notice outreach was conducted back in 2018-19. Much has taken place from that time and our ever changing community is not aware of what took place back then. I understand an open house or two was conducted recently, but again these sessions are token attempts as you are expecting the public to have done their research and been involved for years. The information is overwhelming and technical.

The public must decipher the four possible options which is difficult when you have put all options on one map. Your map does not give street numbers nor does it point out the eligible places for historic

recognition.

I am confused as to why the I-5 option is even on the table. Since 2018-19, it has been decided by the federal Government that the tribes will not allow passage along their ancient cemetery located east of the Gethsemane cemetery. While I completely understand and support this decision and their long fight to protect this space, this puts all the south end of our city in peril. There is no mention of the Olympic pipeline that runs down the west side of I-5. Past advocacy work omitted work being done on or near this aged-out structure that was never installed with any environmental protections. This is a real concern.

We need to take care of our citizens in these difficult economic times and not cause further strife by relocating homes and business, causing significant and lengthy traffic impacts and the removal of our historic structures and places.

The areas of deep ground disturbances are anticipated for approximately 85-90% of this project. Digging down 120- 190 ft. to set the concrete pillars/track will no doubt affect the numerous wells and aquifers in the south end. We depend on our class A waters and it is imperative our resources are protected for future generations. I do not believe sufficient research regarding boring techniques nor the amount of boring conducted is sufficient for Sound Transit or public to approve/disapprove. Only 20 out of 40 tests were carried out, is an example. Redacted information regarding possible archaeological sites while respecting the tribe, does not support DAHP in recognizing historic places.

There is a lack of information describing to the public the historical significance regarding persons, structures, and places. The Historical Society was not given an opportunity to review these documents nor did the Sound Transit Librarian come to our facility with specifics. More time is needed to reveal the historical significance of the Spring Valley area specifically. Your work to point out areas/structures to be eligible for the National Register omit important cohesiveness to the public. Naming a" school" or "community center" instead of defining the Harding School (our oldest school in Federal Way and the Harding Community it supported, or Brooklake as JUST a community center. This lack of information requires a deeper element of research and time to discover what and address or parcel conveys. The Spring Valley Montessori school has a deep integral history with people, preservation, education that has been a direct influence in our community and our Puget Sound area.

Your options take the rail line through our protected wetlands, conservation, and restoration areas. Millions of dollars have been spent to preserve these places but now are at great risk of losing their functionality and aesthetic appeal. The city 's Comprehensive Plan includes a walkable area along our wetlands as they runs south supporting the Hylebos Creeks, both East and West sides of Pacific Highway. The rail line buildout will completely destroy the east branch of the Hylebos in my opinion, rendering our plans for restoration and education mute. The west branch is supported by the east branch and it must remain intact.

The uniqueness of the Hylebos Watershed is regarded as historic and significant. 92% of the watershed runs through Federal Way and what happens to the waters here matters greatly. The Hylebos shaped the Spring Valley community. The residents and indigenous revered the creek for its beauty, fish passage and wildlife, which reflects how and why people live/lived or visit this special place. Spring Valley is regarded in King County documents as well as the Hylebos Watershed and Lower Puget Sound as a HIGHLY sensitive salmon spawning area. The Puyallup and Muckleshoot tribes had ceremony and trade here in Spring Valley since time in memorial. No mention of this did I find in your historic accounts. The creeks,

wetlands are critical for fish species distribuƟon. Sundiance habitat, microbenthic invertebrate must make it to the Commencement Bay for a healthy salmon/fish habitat. They must travel via trees, water and rocks and cannot survive a culvert passage of any great length. Moving the Hylebos Creek was done along S. 373rd years ago, and it has been detrimental to the creek's functionality. Silt, erosion have kept the fish from returning to the conservation wetlands along 8th Ave.

The Hylebos Watershed Report was conducted back in 1991 with the input of 22 municipalities including the tribes mentioned and surrounding ciƟes, such as Milton and Fife. This document is a roadmap for thoughɳul development of the south end and warns greatly of never building with such disregard to the watershed. Such as Cosco, Home Depot, Wildwaves and Enchanted Parkway constructions. The Tacoma Dome Link Extension poses a real threat to retaining our history and natural seţng of the South end of Federal Way.
South Federal Way Segment has a high environmental health disparity according to the DOH. (Environmental Health Disparities map. Our south end core will receive the same lengthy, off-puţng, traffic, health and economic impacts that we are presently experiencing along our downtown core.

I wholeheartedly request that the public be given ample time and correct information before we go any

further. Properly inform the public of tribal matters that affect our options of choice.

Put forth a comprehensive statement of the cumulative impacts to our city, environment, history and citizens for each option and aid the public through simple explanations in making a sound choice.

Thank you for your consideration and I am hopeful that more work can be done to protect and preserve the unique traits of our beloved city.

Respecɳully

Joni Dennison

Online open house submittal

Jan 7, 2025 1:18:51 pm

Felicity Devlin

My comment concerns the options for stations at the Tacoma Dome Link Extension. My preferred choice is The Tacoma 25th Street West Station. This station location seems to do the least damage and provides the most benefits in the long run. It causes the fewest business closures while also providing close connections to other transit modes.

From: Grace DeWitt [redacted]
Sent: Sunday, February 9, 2025 5:14 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Save the freight house

Please save the freight house! I favor the "25th street East alternative" or the "26th street alternative" which would be ideal for the future of Freighthouse as they are the least disruptive options and would not obstruct the main entrances to the building during construction and after completion. I like in Tacoma and think the freight house is a vital part of our community.

Grace DeWitt

From: Joel DeWitt [redacted]
Sent: Sunday, February 9, 2025 4:36 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Save Freighthouse!

Freighthouse square is an important part of Tacoma. Sound Transit should work to refresh the building and incorporate it into the plans for the light rail expansion. It houses many businesses which will not be able to move affordably and it's a historic building that anchors the Tacoma Dome district. Move the light rail building across the street to the parking lot or on the other side of the tracks to the vacant lot. You can accommodate Freighthouse and the light rail with some ingenuity and likely save money in the process. SAVE FREIGHTHOUSE!

Joel DeWitt

Tacoma Business Owner

[redacted]

Public Hearing Testimony

Linda Dorris

Hi, my name is Linda Dorris. I've been a resident in Fife for 58 years now, and I'm also on the Sound Transit Community Oversight Panel.

I just want to encourage everybody to get up here and speak your mind because we want to hear what you have to say as well, and I want to encourage routes that will have the least amount of impacts on residents and businesses.

For example, the route that goes along the highway, I don't want to the see the Pick-Quick be taken down, and along with that the route that goes along the I-5 where it's going to affect the affordable housing. I don't want to see that impacted either, so I'm torn between which route to choose on that.

Also, I want to encourage routes and stations that encourage access to multimodal transportation because if somebody is riding and wants to go to the airport, they don't want to take the bus and have to walk two or three blocks just to get to a station, a light link station, so I want to encourage that the stations have multimodal transportation.

Also, on a personal level, I live over off of 62nd Avenue East, and I know that there's some land that has recently become Tribal trust, and so I don't know how that's going to affect my property, if the route's going to move closer to me, and how that's going to affect me. Thank you.

Online open house submittal

Jan 8, 2025 11:51:25 pm

Brian Duddy

I believe that the SF-99 alternatives would have a strong negative impact on the visuals along SF-99, a historic highway that currently has very good views of vegetation, and this should be more strongly considered. As a resident of South Federal Way, it appears to me that the I-5 Alternative has by far the lowest impacts and should be more strongly prioritized. In addition, as it relates to the Tacoma segment, I believe that Freighthouse Square has a strong and meaningful collection of local businesses that should not be displaced, and this should be weighed more strongly than temporary construction impacts, utility impacts, etc.

Public Hearing Testimony

Dianne Dunaway

I wasn't too sure about the plans. I learned a lot tonight. I'm just here about displacing and destruction of history.

We need to preserve Tacoma's history, Freigthouse. There's so much potential, and it could be the Pike Place of Tacoma.

I helped save the Java Jive. There's a home in the greenbelt east side of the tracks that could be an option. No matter what, plants are easier to replace.

The east side is crucial to the vendors. I personally did lighting for Halloween there. We are family here, and we could provide produce and local goods like the Pike Street Market.

All I'm asking is to seek other options before destroying Tacoma's history. We won't be able to take that back once it's gone.

Like the Java Jive, it was one of a kind, and many that would be relocated somewhere else may not, and they'd be closing their business, and that's what I'm afraid of. I love this.

From: John Earley Jr. [redacted]
Sent: Tuesday, January 21, 2025 8:05 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Concerning East 25th and Tacoma

When do they plan on doing construction in the East 25th Street location in Tacoma

Online open house submittal

Jan 15, 2025 8:02:31 am

April Elliott

I'm a Milton resident. If you are going to run the TDLE down 99, it is critical that we do not displace residents or business as this doesn't have any stops in Milton and doesn't bring business to our community. I prefer the SF I-5 Station or SF99-352nd option as they have a cross road that will allow people to bypass Costco traffic. There is a restaurant at 352nd and 99. It would be great if you gave them a discounted leasing deal that allowed them to stay in business if they have to move. It would be great if there was a bus that run up and down 18 to connect the South Federal Way station with the Auburn train station. This would allow commuters from both sides of the valley to have commuting options.

Public Hearing Testimony

Leo Emerson

My concerns are two for the proposals here; one, to choose routes and construction to minimize the impacts to this particular area's economy and transportation. I understand that there's a cost function here too that has to be balanced with that.

What I'd like to see is those particular or that particular construction method to minimize costs to the system being Sound Transit and to the community that are involved here, Federal Way, Fife, and Tacoma. If that can be delivered with minimal disturbance and economy of cost, I think we can have a success.

From: Kevin Enlow [redacted]
Sent: Sunday, February 9, 2025 4:03 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Save Freight House Square

Hi
I have lived in Tacoma for 60 years and freighthouse square has always been a great place to eat, and shop at. I have a friend that has a restaurant there that I go to many times to eat at. We keep losing so many places in Tacoma, let's not lose another one.

Kevin Enlow

Public Hearing Testimony

Theresa Evans

Hello, thank you for the opportunity to speak. I was actually driving past your Federal Way and South Federal Way area, and I didn't know what it was. I thought some kooky things were going on, so I actually kept going down 348th.

I actually drove to Freigthouse Square, which is kind of unusual because I already ate about an hour ago, but I thought, oh, I want to go and have some more Thai food because I learned a couple words in Burmese because the two guys that are at the Thai restaurant or one of the guys is Burmese.

I got to say my two words, and I don't get to do that if you're going to tear down Freighthouse Square, so I don't think that's a good idea. That was the blue one I think, like the blue one in the Tacoma Dome area.

I like the 26th Street one because it goes past -- it's a little bit longer, and it's close to my house. It's about a half mile from the Freighthouse Square area.

Anyways, so your other options, I think I enjoyed the I-5 adjacent, but I was a little concerned about one of the areas when you got off the I-5 adjacent.

You guys were going through a mobile home park, and your two options through there was how to purchase the land and let people move their mobile homes. I don't prefer that, so maybe finding another option would be great. Thank you for your time.

From: May Farrington [redacted]

Sent: Sunday, February 9, 2025 8:57 AM

To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>

Subject: Public comment for Freighthosue Square

To whom it may concern:

How can you even consider destroying something as unique and amazing as Freighthouse Square? Something like it can never be built again, and the Light Rail Extension project can easily be installed in another area. From what I understand, there is an alternative called 'The 26th street alternative."

26th street would be the least disruptive to surrounding businesses, would not obstruct the entrances to the building, and would just make sense considering the location of the rails right now. It would also be far less expensive since, from what I am seeing on the maps of the project plans, there would be no need to construct 30-foot straddles. All of the other three proposals involve 30-foot straddles.

Freighthouse has not had very good advertising to attract shoppers for the last decade or so, due to poor management/publicity, but that is no reason to destroy it. Let's not be like Seattle and tear down landmarks and history just because we can!!!! Publicity would be EASY TO FIX - a social media campaign would improve visibility and interest in the venue again!

Please, please do not tear down Freighthouse Square when there is a perfectly good and much cheaper alternative (26th St) !!!!!!!

Melissa May Farrington

From: David Fisher[redacted]
Sent: Tuesday, February 11, 2025 5:15 PM
To: Tacoma Dome Link Extension <tdlink@soundtransit.org>
Subject: Just get it built!

Just get it built as stop wasting time and taxpayer money ! Need I say more?

David Fisher AIA, LEED Assoc.
[redacted]

Public Hearing Testimony

Zach Foster

Good evening, I'm Zach Foster. I guess I'm one of the ones who felt inspired by hearing my fellow community members, and so I do appreciate getting an opportunity to actually say things to people because we only really get this one input.

I know there was input years ago, and there will probably be another one years from now, but there's going to be thousands of decisions that are made between now and then.

I think from my perspective, getting more of like a ranked what are the priorities really that we're assessing when we're talking about these different alternatives?

I think No. 1 would be the wetlands and ecology because it's natural. It's what our Earth needs, and what we need, and we can really mess it up forever.

This is one big time project, so if we can avoid messing that up, I think that would be the first priority.

The second priority I think would be the Native Tribes, the Puyallup Tribe, and there are sensitive things. I would defer my votes on a lot of those things to whatever they would prefer.

I think the third would be the businesses, and then fourth would be cost because really again this is one thing that's meant to be intergenerational, something that we can build and pass down to the next generation and to help everybody along.

I think if we spend a little bit more money on the front end to make sure we get it right, then that's more important than saving a couple bucks to kick anybody out.

Then the one thing I do want to reemphasize from what other people have said is we have to maintain Freighthouse Square. I think that it's so important that we keep that cultural local landmark for us, and it is super important to those of us who wish it forever.

Online open house submittal

Jan 23, 2025 7:14:09 pm

Zachary Foster

Keep the preferred alternative at Tacoma 25th street west. Adding this hub will revitalize the Freighthouse Square businesses, and if you build over that, then there won't be anything but traffic bustling around with no anchor. We need to keep Freighthouse Square to keep an anchor in the area, provide a 'third place' and a reasonable, warm, safe place to wait for the various modes of transportation. Keep freighthouse Square as a welcome to our Beloved T Town!!!!!!!

Online open house submittal

Feb 2, 2025 10:42:17 am

Lorenzo Frazier

The Link Light Rail should go down Pacific Hwy and have transit center at Pac Hwy & Porter Way to give people living in Fife, Milton, & Edgewood access to the light rail.

Online open house submittal

Dec 16, 2024 7:58:57 am

Benjamin Gearheard

After reviewing routes and station options I think the preferred alternative station sites are the best ones. I like that the federal way station and fife stations are closer to housing sites. The fife station is good because it is off the main roads which are already choked with traffic. It will be better for pedestrian and bicycle access because it is only a couple blocks from the new puyallup to Tacoma shared use path. The Portland Avenue station should be built as close to I5 as possible. The route over East 25th st is good. East 25th st is a total dump ready. The only people using it are truckers, prostitutes and the homeless parking overnight. I'm sure most of them would welcome a tunnel for shelter. If anything easy 25th st should be a one way road all the way down. You could go at grade with the train by eating the north side lane of 25th. Then dig out the road where it meets the existing parking garage. and send the train underground. Above the station, Vacate 25th st between freighthouse square and the parking garage and turn it into a public plaza. For inspiration check out some of the train stations in Berlin Germany such as the one under alexanderplatz.. Freighthouse could have more outward facing shops by adding storefront doors. This neighborhood needs to be far more walkable with current and upcoming large housing projects. and the station can be the central plaza for it all. You could avoid the dig by wrapping the train north of the parking garage and having it load above the greyhound bus stop.

Online open house submittal

Feb 1, 2025 9:39:05 am

Russ Gibson

Tacoma Dome Link Extension Alternatives – Listed in order of preference: SOUTH FEDERAL WAY SEGMENT 1. SF Enchanted Parkway Alternative 2. SF 99-West Alternative 3. SF I-5 Alternative 4. SF 99-East Alternative FIFE SEGMENT 1. Fife I-5 2. Fife Pacific Highway 3. Fife Median Fife Station Options 1. Fife Station 2. Fife 54th Avenue Station Option 3. Fife 54th Span Station Option TACOMA SEGMENT 1. Tacoma 25th Street-West 2. Tacoma 25th Street-East 3. Tacoma 26th Street 4. Tacoma Close to Sounder Tacoma Station Options 1. Portland Avenue Span Station Option 2. Portland Avenue Station

From: Stacy G [redacted]
Sent: Monday, February 10, 2025 1:42 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Freight House

Please don't demolish the Freight House! Please consider the 26th St alternative.

Online open house submittal

Feb 9, 2025 8:05:38 am

Les Gordon

I prefer the 26th street East alternative.

Online open house submittal

Jan 16, 2025 11:13:59 am

Jason Greenland

I feel like the emerald Queen casino locations in Fife and Tacoma will be the perfect destinations. And the light rail can go back and forth between the two destinations after regular light rail hours as they are open 24 hours. Also, I think wild Waves theme and water park is an ideal South Federal Way. It can help greatly increase Park attendance without them having to expand parking and it can be a way to save on parking there. I also feel like there should be at least one Milton destination.

Online open house submittal

Jan 31, 2025 10:16:30 am

Jason Greenland

I think the Fife and Tacoma stops should be right at the Emerald Queen casinos plus I think there should be a Milton stop or two. Maybe two stops in the Southern Federal Way area with one being maybe right outside of wild waves's theme park

Online open house submittal

Feb 9, 2025 8:57:26 am

Leah Greinke

I prefer the 26th street alternative, please leave freighthouse square alone! Thank you!

Online open house submittal

Dec 20, 2024 4:48:55 pm

Maria Hall

Hi I'm a current resident of the neighborhood near the proposed location of the South Federal Way Station and I am very familiar with the area you're considering and the traffic/business affects in the area of a station. I think your best bet is to use the blue alternative with the stop in the rock processing area. The new side street is not being used to it's full potential and that will also allow for people to get to the most busy parts of that area by train (Costco, gym, restaurants). You will need to add bus stops over there and also tweak the lights because there's too much traffic already at that location because of Costco. Also an access road behind the current businesses would work well or at least a pedestrian path to the North. Honestly, moving it up a block to 348th would be a little better, but I know that's a lot. Walmart or behind Walmart is an option or over where Lover's is more centrally located. The pink one is too far of a walk to everything, including Costco and Wild Waves. The purple one has proposed stops that are not near anything, business wise and also go along Pac Hwy which is already snaky and hilly and dangerous enough, I wouldn't want to add anything near it. It makes sense for the train to go by the freeway and weave into the shops. Better for noise pollution too.

Online open house submittal

Jan 17, 2025 7:28:19 pm

Remy Hall

I am happy to see the light rail extension plans, and look forward to them, my preferred alternatives are simply the routes that follow SR-99 over I-5 due to business access, and the use of the enchanted parkway stations. This is because it is closer to commercial that is more useful for someone who might not own or primarily use a car; as a youth in the Tacoma area I value businesses like the restaurants, sports stores and tech shops along 9th ave S and at the terminus of SR-161. I-5 stations would still service the same shopping area, but I would prefer service closer to the 7-11, sportsman's warehouse and so forth than the Costco or Home Depot. In addition, I find the fife section of the SR-99 corridor to be a major barrier to pedestrians and quite a dangerous roadway, creating a very dead space between it and I-5. I think a station near SR-99 could create business that could encourage future work that could go into safety and walkability of the district. Personally, I lean towards the SF 99-West and Porter Way Design Option, especially due to its higher cultural and historic performance. In addition, several businesses along the Pacific Hwy East corridor are very very important to many other people I know, youth and adult, that live all over not just Tacoma but pierce county as a whole. Particularly, pick quick, the poodle dog and weinerschnitzel, and I am sure there are plenty of other businesses along that corridor that are important to people. I am firmly against the Fire Pacific Highway plan for the fife extension, for this very reason, along with the worst cultural and historic impact of any of the alternatives proposed. This area is incredibly important because of its relatively old businesses for the Tacoma area. While the I-5 plan is acceptable, I would vouch for the Fife Median plan, for the following reasons: 1: a tram median is aesthetically appealing and offer opportunity for hedges, bioswales, or thin grass medians, mitigating some of fifes horrible heat island problems and smog 2: the fife median plan's low business displacement allows a commercial corridor to form around the new tramway, unlike the I-5 plan, and wouldn't have to rebuild, like the pacific highway plan. This would bring this area more traffic, and would contribute paying back the extra cost. 3: the fife median plan allows the strip of land between SR-99 and I-5 to become a commercial center in a largely industrial area, which is helpful for development and serving historically underserved developments near the industry.

Hi, my name is Grace Handsmeyer. I'm a resident here of Federal Way, borderline NE Tacoma. I'm calling about the proposed Sound Transit site that would either obstruct or demolish Freight House Square. This is a historic site. There's many vibrant small businesses that simply cannot relocate. Please find a different path. This This is not the way to be to be knocking that down. I mean, these are not large businesses that can just stop and move. It is so important that we preserve that while, while still doing the mission of Sound Transit and I'm sure that you could find other other routes for that. My phone number is [redacted]. Again, that's [redacted]. And again, this is Grace Handsmeyer where I'm a citizen here of Federal Way, borderline NE Tacoma just 2 blocks away from Tacoma. Thanks so much. Bye.

From: Jessica Hansen [redacted]
Sent: Sunday, February 9, 2025 4:07 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Link extension comment

Hi,
Please don’t demolish Freighthouse. It’s a unique part of Tacoma. I favor the 25th St E option.

Thanks,
Jessie Hansen

Online open house submittal

Jan 29, 2025 4:30:41 pm

Mark Hanson

Utilizing the "east" side of Pacific Hwy E between Federal Way & Fife would severely limit or eliminate Left turn driving access to existing businesses on East Side of Pacific hwy E. This would severly impact our business as well as others if this route is chosen. This would not be the most desirable route. There are more businesses on the East side than the West side .

Voice message submittal

Sabrina Harper

I was calling to say please do not close the Freighthouse Square. I love the Freighthouse Square. My name is Sabrina Harper, [redacted]. Thank you.

Online open house submittal

Feb 1, 2025 9:03:58 am

Wright Harrison

For the expansion from Federal Way to Tacoma, I strongly urge that Sound Transit follow the recommendations of the Puyallup Tribe and avoid sacred burial grounds at all costs. The history of this country towards the original caretakers of this land is devastating, and this is an opportunity to follow their lead. An added plus of routing the train down highway 99 is that it will be closed to where people live. That is not the case on any segment that hugs the freeway.

From: Emily Hasenleder [redacted]
Sent: Sunday, February 9, 2025 4:51 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Freighthouse Square

To whom it concerns,

Please don't destroy Freighthouse Square!

Sincerely,

Emily Hasenleder, a concerned citizen.

Voice message submittal

Hunter Henderson

To whom am I concerned? My name is Hunter Henderson. I'm a lifelong resident of Tacoma, Washington and I am running for City Council in Tacoma currently. And I heard you were trying to tear down Freighthouse Square. I don't approve of that plan, so please don’t.

From: Hunter Henderson [redacted]
Sent: Monday, February 10, 2025 9:35 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Freighthouse Square

To whom it may concern,

Sound Transit can absolutely not tear down freighthouse square.

You will be displacing dozens of small businesses.

Cheers,

Hunter D. Henderson, MPA

"A thing is right when it tends to preserve the integrity, stability, and beauty of the biotic community. It is wrong when it tends otherwise."

-Aldo Leopold

Voice message submittal

Hunter Henderson

The name is Hunter Henderson. My address is [redacted], Tacoma, Washington 98405. I am calling to leave a message about the potential destruction of Freighthouse Square for the Tacoma, Dome Link Extension. Please do not move forward with destroying the Freighthouse Square. You will be this placing dozens of small businesses and not to mention the Freighthouse Square is a historical building that has been around in Tacoma, pretty much since Tacoma became a city, it is a wonderful treasure that we have and all the citizens enjoy it. It is being used by people not for transit ‘cause the transit has already moved the Amtrak Station over there anyways. Any further expansion of this transit that could impact that historical beautiful building should not be allowed. Period.

Voice message submittal:

Brett Henry

My name is Brett Henry, I live at [redacted] Tacoma, Washington, 98409. I would like to be… do not destroy Freighhouse Station. I want, I want it to stay. I'm voting to keep Freighthouse Station where it is. Do not, do not remove it.

Voice message submittal

Brett Henry

Brett Henry. I don't want Freighthouse to go because it's been here for such a long time.

Voice message submittal

Brett Henry

Hello my name is Brett Henry. I don't want Freighthouse station to be destroyed. I want it to stay where it is. I know I put in two other votes for this, but I don't want Freighthouse station destroyed. I want it to stay there and you guys can build your station at the end of 26th right here, OK? [Inaudible}.

Online open house submittal

Dec 19, 2024 12:47:16 pm

Neil Hewitson

Hello. I am delighted that TDLE is soon to be constructed. In an attempt to be as forward thinking as possible concerning the placement of Tacoma Dome station (the station that I will be using most frequently), I would like to see the station placement with the best chance of terminating in downtown Tacoma rather than continue south to the Tacoma Mall. My preference is to have the preferred station placement of 25th street west, so as the station is above the street and has the best connections to other modes of transit. It appears this placement would also save a section of Freighthouse Square, allowing a retail space to remain on site. However, if the 26th street option makes for an easier turn into downtown Tacoma, I believe that is where the station should be placed. Thank you for your consideration.

Online open house submittal

Feb 10, 2025 7:43:58 pm

Mary Hewitt

I am writing against the plans to put the Tacoma Link Dome extension along highway 99 in Federal Way. Looking at the ecological review done by Earthcorps in 2016 (https://www.earthcorps.org/ftp/ECScience/Hylebos/HylebosWatershedPlan_2016.pdf) it highlights the major impacts on the watershed in that area. As the document mentions, it is easier and more effective to preserve the areas as opposed to damaging them and trying to repair. There will be no repair for the mature forests in that area, and the damage to the watershed creeks and salmon habitat will be substantial. Additionally as noted in the Earthcorps report Federal Way, even in 2016 had a higher amount of paved and partially paved areas (impervious and partially previous in science speak) than other cities in King County and the county as a whole. I am guessing this statistic has grown since then with the immense development we have seen the last decade. We have built an outsized share of King County's affordable apartments for the many who need them, and welcome the people who live there. We take care of the homeless as best we can. Please run the light rail along the 5 in an area that is already more urbanized. Preserve the precious areas of the Hylebos watershed that are along the 99.

From: Deborah Hill [redacted]
Sent: Tuesday, February 11, 2025 12:35 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: I love Freighthouse Square!

I favor the 26th Street alternative and do not want the main entrances to Freighthouse Square obstructed. Save Freighthouse Square for Tacoma!

Thank you.

Deborah Hill
Tacoma, WA 98406

From: Ariana Hoard [redacted]
Sent: Sunday, February 9, 2025 5:05 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Tacoma light rail project

Hello,

I have recently learned the light rail project coming into Tacoma may destroy Freighthouse Square. I highly oppose the options that do this. Please save this building and go with the 25th St or 26th St options. This project has already taken away places I grew up going to and loved like the laser tag place in Federal Way. I'm not going to sit back while that happens again in my town if there is another alternative.

Sincerely,

Ariana Hoard

Online open house submittal

Dec 25, 2024 8:47:55 am

Keoni Ho

I'm a non-motorized user who's worked temp jobs in all these locations for the past 17 years and had to walk to various points across each of these areas. I also frequent them for leisure activities like Wild Waves and both EQC's. I have a good framework from which to comment, an expert commuter if you will. SFW: SF-East + Porter Way. The 359th is the best option for commuters if it has the easiest bus access plus will allow for future residential building sites. This design also gives me as a pedestrian central access to all points going to the theme park south, to the large businesses east, and towards Norpoint and office parks to the west. It displaces less residents. Whatever you do, please do NOT use I-5 option because it is NOT convenient for your riders. Fife: I-5 design + Fife Station. I don't know what the Fife Center City is but it sounds like a wonderful idea to create more pedestrian-friendly areas. We know Fife's a Port of Tacoma area with tons of truck traffic and it gets loud and traffic gets crazy at times. This will be a welcome station for the many people without much reliable transit access but want to have fun at nearby gambling parlors and get to the their apartments across the freeway. Portland: Span would be better, it's nice to have the choice of entry without having to cross streets. Tacoma Dome: 25th-WEST. The best stations connect different transit systems. Yes, it's confusing for the novice rider or visitor, but with practice it's the best situation for the people that rely on it. PLEASE build it as one large station where Amtrak and Sounder and buses and Light Rail all work as one.

Online open house submittal

Feb 7, 2025 5:14:38 pm

Yang Hwang

계획안은 대체로 좋은 것 같습니다. 그런데 번역된 한국어 용어가 조금 어렵습니다,

Translated text: The plan seems generally good. However, the translated Korean terms are a bit difficult.

From: Alexa Janell [redacted]
Sent: Sunday, February 9, 2025 6:51 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Freighthouse Square

To Whom it May concern,

I favor the 25th St East Alternative for the lightrail or whichever alternative will not disrupt the small businesses inside of Freighthouse Square.

Thank you for your consideration.

Sincerely,
Alexa Janell

Online open house submittal

Dec 17, 2024 9:05:09 am

Eric Johnson

Amphibian populations are declining worldwide, and amphibians are experiencing high extinction rates due to habitat loss, chytrid fungus, pollutants, pesticides, invasive species, and climate change. Amphibians are the most threatened class of vertebrates. Amphibians may occur in riparian habitat, which is present within the project area. Amphibian Refuge recommends conducting field surveys for amphibians. If amphibian populations are located, we recommend delineating areas of riparian habitat for amphibian protection and implementing a long-term amphibian population monitoring program. References: Catenazzi, A. 2015. State of the World's Amphibians. Annual Review of Environment and Resources, 40: 91-119. Collins, J.P., and M.L. Crump. 2009. Extinction in Our Times: Global Amphibian Decline. New York, NY: Oxford University Press. International Union for the Conservation of Nature (IUCN). 2024. Amphibian Conservation Action Plan. Gland Switzerland (IUCN). Kolbert, E. 2014. The Sixth Extinction, an Unnatural History, Chapter 1. New York, NY: Bloomsbury. Luedtke et al. 2023. Ongoing Declines for the World's Amphibians in the Face of Emerging Threats. Nature, Volume 622, 12 October 2023, 308-314. McCallum, M.L. 2007. Amphibian Decline or Extinction? Current Declines Dwarf Background Extinction Rate. Journal of Herpetology, Volume 41, Number 3, pp. 483-491.

Online open house submittal

Dec 17, 2024 4:14:34 pm

Dal K

Highway 99 is already a major arterial road with heavy traffic, and adding light rail construction could cause significant congestion and disruptions for drivers and businesses along the corridor.

Online open house submittal

Jan 15, 2025 8:02:17 am

Lavada Kent-Napier

Lavada Kent-Napier doing business as Zydeco Queen Cajun foods design concession stand for train riders

Online open house submittal

Jan 20, 2025 6:36:04 am

Barbara Kerrone

I use the Link in Tacoma and use the Link from federal way to Seattle. One of my top concerns is that the businesses that contribute to making our region a special place be respected and left intact in this process. Specifically, the Poodle Dog and Pick Quick burgers in fife, and Alfred's in Tacoma. Development should not be prioritized over history and character of our communities.

Online open house submittal

Jan 15, 2025 8:57:39 pm

Sara Kiesler

I am a South Tacoma resident, member of the Tacoma Bicycle and Pedestrian Advisory Committee, and a Sounder commuter. To ensure South Tacoma residents may access this station safely by bike or Sounder, I prefer the Tacoma West station (Portland Ave) or the Sounder station option. We must make access multimodal if we are to meet climate and equity goals for riders with disabilities and riders who do not have access to cars. Any option that does not prioritize multimodal access, including walking biking and Sounder trains, is a let down for the future of our region.

Public Hearing Testimony

Jim King

My name is Jim King. I've been following this project for about two years with the contacts with the Transit.

I live in the South Federal Way area right over 99, and my primary concern is the preferred routes, comparing I-5 to 99.

Intended construction down 99, a four-lane highway, is going to essentially render it useless. It's already heavily trafficked during all commuter hours, and disrupting that is going to be more than a nightmare.

Looking at the matrix outside the variety of impacts, the routes along I-5 have the lowest residential business and environmental impacts of those four choices. The only apparent nonstarter on the I-5 is being identified as a Tribal cultural resource.

All of the impacts listed and identified in the matrix are all public knowledge, but to date I have not been able to get any information as to what those cultural resources are.

There's no identification of them or what they represent. I find that to be both disingenuous and recalcitrant on the part of the Tribe.

If there's an impact, I think it's only fair that the public know what that impact is and have a debate or consideration to comparing them to the identified impacts that the project has made public. Thank you.

Date: February 10, 2025

To: tdlinkdeis@soundtransit.org

From: Gerald Knutzen, President of the Historical Society of Federal Way

Subject: TDLE DEIS Historic and Archaeological Resource Technical Report dated Dec 2024

I am providing this input as a local resident of Federal Way, not as the president of the Historical Society of Federal Way (the Society). I have been a board member and officer of the Society for over twenty years and have called Federal Way my home for over seventy-five years. As far as I know, the Society has not been asked to provide specific historic information related to this project and was only informed of the lengthy document on February 6, 2025,

Therefore, the Society and me personally have not had the necessary time to thoroughly review the historic information. Our organization gave input as part of a Stakeholders meeting that was conducted by the city of Federal Way back in 2021. Information was briefly discussed regarding historical structures in the south end of Federal Way.

It is my opinion based upon a very brief review of the document that Sound Transit has not done their due diligence in retaining the historic significance of these spaces. Numerous sights were listed for possible eligibility/non eligibility for the National Register of Historic Places. The Society was not contacted about this information, and we believe information in our historic files could be useful to the study.

In an ever-changing community such as ours, continuity is vital to retain our history. It is difficult for the average person to recognize significant structures, when they are referred to "as a school" as apposed to its proper name The Harding School or Brooklake Community Center, for example. This lack of information requires a deeper element of research and time to discover what an address or parcel conveys.

We believe wholeheartedly that the building at 35905 16th Ave. South, known as the Harding School is eligible for the National Register.

The uniqueness of the Hylebos Watershed is regarded as historic and significant. The Hylebos shaped the Spring Valley community. The residents revered the creek for its beauty, fish passage and wildlife, which was a reflection of how and why people lived or visited this community. The Tacoma Dome Link Extension poses a real threat to retaining our history and the natural setting of the South end of Federal Way.

The Society would like to work with Sound Transit to make sure the correct history of our city is revealed during this time of decision making.

From: Maurice Lacunza [redacted]
Sent: Tuesday, February 11, 2025 6:43 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Save the FreightHouse

Please don't tear down another historic building in tacoma. Find another way for the project. Thank you!

Maurice Lacunza

Online open house submittal

Feb 8, 2025 5:31:18 pm

Diane LaFreniere

I love Freight House Square. Please do not destroy it. It's such a unique place someone needs to be in charge of better marketing for it. So much potential going to waste. Years ago The Old City Jail was such a nice quaint shopping place My heart still breaks that it was shut down. Don't break my heart again.

Public Comment Form

January 23, 2025

Michael Landen

We own the property at [redacted] The only remaining home left in Fife in the green line definiate construction. 3 generations dating back to 1957 reside on the property in 4 different structures. 2 are elderly + disabled. 6 people in all live there all family. We will need much assistance relocating all who will be affected by sell of the property to Sound Transit.

Public Comment Form

January 23, 2025

Susan Lansen

4.5 acre home 59th + Pacific on the green line designed to be a parking lot. In my home we have individual living units for my family. My older brother with diabetes his plans were to pass on the same properties as our parents. Now he is willing to move but cannot afford to with his medication costs + his small SSI check. My younger brother in a separate location lives of SSI has had several strokes + a survivor of cancer. My son who has health + mental issues with a very low income from Post Mate driver. Our [illegible] mom daughter with 2 of my grandsons. We there with how mother [illegible] is disabled. My step-daughter is a caregiver. She cannot find another place to live she can afford. When I was born my parents bought the house + had it moved to its current location. We have been untouched since. Our home is still in my mothers + my name. We have family pets some passed there + some living.

To relocate every family member will need individual living areas they can afford. This is a small apartment complex on [illegible] individual living area on my property separate properties is [illegible] if such exists.

The property is commercial/residential it has been and is a low-income rental with no profit. This will effect my whole family who are willing to move if they can find a place they can afford.

Public Hearing Testimony

Tim Large

My name is Tim Large. I'm a 13 year resident of the Milton-Fife-Edgewood area. I also work at Milgard Windows locally in the area.

I don't have an intricate speech here, but I'm in favor of having this light rail line in Fife. I definitely do not want Pick-Quick closed down, but at the same time I want to make sure I understand.

I have some questions that I hope I get answered at another time as I was listening throughout the presentations here.

One is what are the quantitative wetland impact measurements? I see more and less impacts on the wetlands. I'd like to see what that means as opposed to good, bad or worse.

Another question I had is how long is the closure of the T Line of the Sounder and the Tacoma segment? What does that mean for a timeline, and what are the alternatives for riders of that particular line, and also how long will Amtrak be closed and/or moved?

I also have a question just in general about the link line on how long Pierce County's been paying taxes on this particular line as compared to King County, mainly the east side getting a line before Tacoma as well as north King County and Snohomish County as much as we've been paying for these taxes.

I don't mind paying taxes for a light rail line, but paying them for this long without having any station in this area is troublesome.

I'm hoping that we can get some answers on what happened between the start of the taxation until the actual line is open. Thank you very much. I appreciate your time.

Public Hearing Testimony

Julien LeBeouf

Hi, my name is Julien LeBeouf. First, I want to say thank you for the hard work on the EIS documents. It's lot of work that goes into that stuff.

Similar to Hannah, my concerns for this are to hopefully develop Federal Way into a more pedestrian friendly area.

As far as the South Federal Way Station, I think that the 352nd Span Station and the corresponding I-5 segment are probably the best solution. It gives the most sort of intermediate flexibility between all of them.

I don't think that the I-5 Station directly next to I-5 is going to be viable in the long term. There's just not a lot of transit-oriented development along that line.

In regards to the Fife Station, I think that the Fife Station with greater access to non-motorized access, especially since that's a very pedestrian heavy area with casinos and businesses down there, I think that that would be the most ideal.

For the bridge going through the Puyallup River, I think that the clear span to maintain access to the waterways and the Tribal fishing rights would be preferable or at the most ideal on that one.

As for East Tacoma, the preferred Portland Avenue Station would be fine. Once again, thanks. I think it gives the best sort of balance between all the different sort of needs and demands of the area.

As far as the Tacoma Dome, the preferred Tacoma 25th Street West, not east because that's as close to integration with Sounder and Amtrak as possible would be a good alternative as well, but I think that the preferred 23rd Street West location is just the best overall.

It's not terribly far away from the Sounder, not terribly far away from the Amtrak, but it also has good integrated flexibility with everything else. Thank you.

Online open house submittal

Feb 9, 2025 8:26:31 am

Yow-Hann Lee

I love Freighthouse, please don't destroy it as it is what makes Tacoma unique. The 25th st east alternative and 26th st east alternative are better options than impacting this heritage building and its businesses. It's not only a good food court for commuters but also hosts many fairs and events that make Tacoma stand out in the puget sound.

From: Dave Lesinski [redacted]
Sent: Tuesday, February 11, 2025 5:50 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Fwd: Tacoma Dome Link Extension/ DEIS

February 10, 2025

Re: Tacoma Dome Link Extension/DEIS

Dear Sound Transit staff,
My name is Kerry Lesinski and I am a 31 year resident of the city of Federal Way.
I am writing in opposition to the DEIS statement at this time. I do not approve any option for the Tacoma Dome.
I will do my best to put forth the numerous reasons why this DEIS is not acceptable.
• Impacts to Tribal/historical lands
• Noise impacts air quality/health impacts
• Impacts to neighborhood cohesion. Affects affordable housing while imposing high density buildout.
• Residential displacement among historically disadvantage population.
• Construction impacts to minority owned businesses and business community as a whole.
• Environmental impacts/watershed importance
I have spent over countless hours trying to navigate these documents and have several concerns in your presentation, public outreach and data.
First and for most our Mayor, council, and citizens never voted to approve the light rail coming to/through our city. We have been forced to endure years of chaos due to the transfer station at S. 320th. This is the core of our city which should be an inviting place to live and visit. We are now subject to a massive cement overpass which blocks our downtown core as well as initiating complex traffic impacts, that will be on going for years to come. There is a lack of pedestrian access and safety with concerns to S. 320th transfer station.
The highest percentage of low income (33%) and minority (675) populations live along the Enchanted Parkway option. This as 13% HIGHER than Sound Transit Distribution as a whole.
Sound Transit has commandeered our 32sq. mile city and the Tacoma Dome extension will truly be detrimental to our environment, traffic, history, and mental health and well being of our citizens now and for generations to come.
An insufficient amount of time (3 weeks) was given to review and absorb the 16 separate documents that are hundreds of pages each. While I can appreciate the public outreach efforts and the work put into these documents, I notice outreach was conducted back in 2018-19. Much has taken place from that time and our ever changing community is not aware of what took place back then. I understand an open house or two was conducted recently, but again these sessions are token attempts as you are expecting the public to have done their research and been involved for years. The information is overwhelming and technical.
The public must decipher the four possible options which is difficult when you have put all options on one map. Your map does not give street numbers nor does it point out the eligible places for historic recognition.
I am confused as to why the I-5 option is even on the table. Since 2018-19, it has been decided by the federal Government that the tribes will not allow passage along their ancient cemetery located east of the Gethsemane cemetery. While I completely understand and support this decision and their long fight to protect this space, this puts all the south end of our city in peril. There is no mention of the Olympic pipeline that runs down the west side of I-5. Pasts

advocacy work omitted work being done on or near this aged-outstructure, that was never installed with any environmental protections. This is a real concern.
We need to take care of our citizens in these difficult economic times not cause further strife by relocating homes and business, causing significant and lengthy traffic impacts and the removal of our historic structures and places.
The areas of deep ground disturbances is anticipated for approximately 85-90% of this project. Digging down 120-190 ft. to set the concrete pillars/track will no doubt affect the numerous wells and aquifers in the south end. We depend on our class A waters and it is imperative our resources are protected for future generations. I do not believe sufficient research regarding boring techniques nor the amount of borings conducted is sufficient for Sound Transit or public to approve/disapprove. Only 20 out of 40 tests were carried out, is an example. Redacted information regarding possible archaeological sites while respecting the tribe, does not support DAHP in recognizing historic places.
There is a lack of information describing to the public the historical significance regarding persons, structures, and places. The Historical Society was not given an opportunity to review these documents nor did the Sound Transit Librarian come to our facility with specifics. More time is needed to reveal the historical significance of the Spring Valley area specifically. Your work to point out areas/structures to be eligible for the National Register omit important cohesiveness to the public. Naming a" school" or "community center" instead of defining the Harding School (our oldest school in Federal Way and the Harding Community it supported, or Brooklake as JUST a community center. This lack of information requires a deeper element of research and time to discover what and address or parcel conveys. The Spring Valley Montessori school has a deep integral history with people, preservation, education that has been a direct influence in our community and our Puget Sound area.
Your options take the rail line through our protected wetlands, conservation, and restoration areas. Millions of dollars have been spent to preserve these places but now are at great risk of losing their functionality and aesthetic appeal. The city 's Comprehensive Plan includes a walkable area along our wetlands as they runs south supporting the Hylebos Creeks, both East and West sides of Pacific Highway. The rail line buildout will completely destroy the east branch of the Hylebos in my opinion, rendering our plans for restoration and education mute. The west branch is supported by the east branch and it must remain intact.
The uniqueness of the Hylebos Watershed is regarded as historic and significant. 92% of the watershed runs through Federal Way and what happens to the waters here matters greatly.
The Hylebos shaped the Spring Valley community. The residents and indigenous revered the creek for its beauty, fish passage and wildlife, which reflects how and why people live/lived or visit this special place. Spring Valley is regarded in King County documents as well as the Hylebos Watershed and Lower Puget Sound as a HIGHLY sensitive salmon spawning area.
The Puyallup and Muckleshoot tribes had ceremony and trade here in Spring Valley since time memorial. No mention of this did I find in your historic accounts. The creeks, wetlands are critical for fish species distribution. Sundiance habitat, micobenthic invertebrate must make it to the Commencement Bay for a healthy salmon/fish habitat. They must travel via trees, water and rocks and cannot survive a culvert passage of any great length. Moving the Hylebos Creek was done along S. 373rd years ago, and it has been detrimental to the creek's functionality.
Silt, erosion have kept the fish from returning to the conservation wetlands along 8th Ave.
The Hylebos Watershed Report was conducted back in 1991 with the input of 22 municipalities including the tribes mentioned and surrounding cities, such as Milton and Fife. This document is a roadmap for thoughtful development of the south end and warns greatly of never building with such disregard to the watershed. Such as Cosco, Home Depot, Wildwaves and Enchanted Parkway constructions. The Tacoma Dome Link Extension poses a real threat to retaining our history and natural setting of the South end of Federal Way.

South Federal Way Segment has a high environmental health disparity according to the DOH. (Environmental Health Disparities map. Our south end core will receive the same lengthy, off-putting, traffic, health and economic impacts that we are presently experiencing along our downtown core.
I whole heartedly request that the public be given ample time and correct information before we go any further.
Properly inform the public of tribal matters that affect our options of choice.
Put forth a comprehensive statement of the cumulative impacts to our city, environment, history and citizens for each option and aid the public through simple explanation in making a sound choice.
Thank you for your considerations and I am hopeful that more work can be done to protect and preserve the unique traits of our beloved city.

Respectfully

Kerry Lesinski
[redacted]

Online open house submittal

Feb 10, 2025 7:05:59 am

Jerremy Lester

Portland Ave. Span Station to allow for TOD opportunities and multiple ways to enter station. A poster on Seattle Transit blog issued the following assesment and I agree... "So here we are: 25th Street is the best we have got. In my opinion, building directly on the Freighthouse Square parcel is the superior option of the Tacoma Dome Station options available to us in the EIS. Yes, it does destroy the building, but this was always a possibility after years of coordinated effort by local officials and commissions that sought an alignment over this very constrained street. It does have significant benefits: it lessens construction impacts, it allows for improved T Line station and track configurations in the street, it allows for a straightforward extension/integration, and it allows for the cancellation of the station's mezzanine. Tacoma Dome Station should resemble the profile of the new Downtown Redmond Station: low and humanely scaled." (Troy Serad)

From: Morgan R. Lester [redacted]
Sent: Tuesday, February 11, 2025 1:13 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Public Comment for Tacoma Dome Link Extension (TDLE)

To whom it may concern,

My name is Morgan R. Lester, and I am a resident of South Tacoma. I am writing to Sound Transit to provide my comments on the proposed alignment and its alternatives for linking Federal Way to Tacoma Dome Station.

Regarding the South Federal Way alignment and proposed station, I must say that I am strongly against the I-5 alignment. It is simply too far away from the set of businesses - and potential transit-oriented development - that exist and could rise in that area in the near future. It is my belief that any of the other 3 alternatives - the Enchanted Parkway alternative, and both the 99W alternatives - are far superior, in spite of their overall impact to the area. I would advise against using the Porter Way design option, as it adds additional impacts that do not serve to enhance the alignment in any regard.

Going further south, regarding the extension as it passes through Fife, I would advise that the preferred alignment be kept, given its position, and overall alignment with the Fife City Center plan. Additionally, its constrained shape will preserve existing land for usage by either developers or other parties. Heading further down the line, I believe that the Median alternative is the best of the options available, given that it reduces not only impact to local businesses, but also to residences in the area. After all, construction impacts are temporary, and I believe that those impacts could align with projects Fife has on the boards to improve walkability, and pedestrian access across the city center. Further, I believe that a long-span bridge design should be used to reduce any impacts to the Puyallup River, which is a critical resource for the region.

Regarding the final miles to Tacoma Dome Station, I do not believe that I have a preference regarding the location of the Portland Avenue Station - both will be serviceable, but I would think that the span option, with its ability to better manage track operations would be the one to go with as it would improve system reliability; additionally, I believe Sound Transit should examine whether or not E Portland Avenue will remain a major freight route, given the SR 167 completion project, and its stated intention to connect SR 509 and SR 50 to SR 167 and I-5. I believe that that whole project will significantly reduce the freight volume on those local surface streets, but I would recommend study of this if possible. I do, however, have a significant opinion on the Tacoma Dome Station alternatives, which I will now write in bold and at double size:

The only option that should be considered by Sound Transit is the "Close to Sounder" alternative, and the full rebuilding of Tacoma Dome Station into a unified transit hub.

The reason for this belief is simple: the opportunity is extremely unique, and represents a critical opportunity to build a major center where one is already budding. Between the T-Line, Pierce Transit buses, and Sound Transit's own buses and Sounder Rail, it would create for a critical hub urgently needed in the South Sound. Additionally, I believe the business losses listed in the alternatives guide can be mitigated with a proper rebuilding of Freighthouse Square, creating potentially a set of either incubator spaces, or an airport-style mall alongside the station. By rebuilding it in this way, Sound Transit can create a destination that will drive ridership, and improve both the economic and social health of the area, and the surrounding communities in turn. The table is set for Sound Transit to eat well in this regard, and allow Tacoma and the surrounding communities to eat well as well. Sound Transit can invest in this hub, and create a positive investment feedback loop in the area. Sound Transit should welcome the fight that may come with this alternative as it regards Tacoma Dome Station - it is a good alignment, and one that will support the success we are seeing across the whole of the Link Light Rail system.

Thank you for your time. I look forward to seeing what comes in the near term regarding Sound Transit's decisions.

Respectfully,

Morgan R. Lester, BLA

[redacted]

Public Hearing Testimony

Mark Lewington

Hello, my name is Mark Lewington. I've been a resident of Tacoma since 1979 and have commuted between Tacoma and Seattle for most of that time. I'm very familiar with the system that exists, and the weaknesses and strength of that system.

I've paid a lot of attention to the planning for the Tacoma link extension, and in my view the close to Sounder option is the one that should be pursued, and I acknowledge all my community members here who feel strongly about Freighthouse Square.

I hope there's a way that Freighthouse Square can be preserved. I acted in a play in Freighthouse Square in the '80s, so I have a long and affectionate history with that place.

Really strategically for our community, a multimodal system that connect everybody with transit in all the modes, bus, car, lightrail, heavy rail, and even ferries eventually I hope is absolutely critical.

If we're looking out in the future beyond the next few years, that is going to be the decision that is going to make the most impact.

I really hope that the board thinks very seriously about the close to Sounder option. Thank you for your time.

From: Invoking Lilith [redacted]
Sent: Sunday, February 9, 2025 3:17 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Freight house square

Save freight house square!!

Online open house submittal

Jan 15, 2025 5:47:55 pm

Renzo Llanas6

How come riders can't have a choice of riding the bus of the light rail? Federal way to tacoma should be a direct connection. Local buses can connect riders to your suggested additional stops

Online open house submittal

Jan 13, 2025 10:10:52 pm

M L

The line should be built along Pacific Highway.

Public Hearing Testimony

Sondra Mangan

My name is Sondra Mangan. My comment is that regardless of the choices that are made in South Federal Way around the curve near Porter Way is that I ask you to be cognizant that there are 1,200 families living in Fife Heights in the area you have marked as unincorporated Pierce County.

Our egress from there is Porter Way, which was just shut down for three months, 70th Street, which you're talking about a permanent no right turn or no left turn on 70th, so we won't be able to go north. The only other way would be to exit down 10th Street to 54th.

If any of the 54th Street stations are going to block that area up, if you've got construction on 99, any of the 99 things are going to mess that up.

I'd ask you to really think about the impact that you're going to have on the 1,200 families that live in the Fife Heights area when you do this to make sure that we have really adequate access for fire, ambulance, and family egress from there.

Online open house submittal

Jan 30, 2025 6:01:58 pm

Sondra Mangan

Is there consideration for the residents of Fife Heights for access to 99 during the construction period and operational time? We have been impacted by the 161 extension and access to 99 going north from 70th is currently prohibited. Please keep access for our 1200 homes in mind as you make these decisions.

From: Christiano Martinez [redacted]
Sent: Tuesday, February 11, 2025 8:40 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Cc: Walker, Kristina <KWalker@cityoftacoma.org>
Subject: TDLE Draft Environmental Impact Statement Comments

Afternoon,

I wanted to comment on the Tacoma Dome DEIS station alternatives:
Any alternative that would cause the T-line to close < even temporarily > should be avoided.

It is a lifeline for those without a car downtown. Currently, downtown Tacoma residents have faced major setbacks with Sound Transit in recent years:

* Service cuts and cancellation of 590/594 servicing downtown commerce street transit mall
* hilltop extension top headways for T-Line service reduced from every 8 mins to every 12 mins

* No real time arrival information at stations (Passenger information management system).
* T line service terminating at 6pm on Sundays & 20 mins off peak is abysmal

Please select an alternative that would not disrupt T-Line service. In light of local public perception, Sound Transit cannot afford any more shortcomings in Pierce County and to lose public confidence in the agency's ability to deliver for the South Sound.

Also: I would like to advocate for the Freighthouse square historical status & the assurance that any displaced small businesses located therein will be given preferential lease agreements once the redevelopment of the area is completed.

--
Christiano Martínez

Online open house submittal

Feb 9, 2025 7:56:47 am

Annika Maxwell

Don't destroy Freighthouse! Go with the 25th st. or 26th st. options but leave Freighthouse alone! It's not just any ordinary strip mall, it's a Tacoma landmark and a piece of our cultural history!

From: Carrie May [redacted]
Sent: Monday, February 10, 2025 6:37 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Comment Freight House Square

To Whom it may concern re: Freight House Square:

I'm unsure who you have as your Sound Transit Public Relations person, but it's a travesty. The fact that your institution passed legislation in 2019 that, according to long-time resident voters, "didn't know what you'd do" to get said money is not only sad and brand-harming but a gross missed opportunity. Sound Transit clearly doesn't understand Tacoma and the limitless possibilities that a change like this could bring while embracing the "Gritty History" (it is "Grit City," after all) of a special place like Tacoma.

1. Have you accounted for the backlash of what tearing down this institution might have? I do not think that you have. An informal survey of users of The Sounder and Amtrak revealed that many voters did not understand that this building was on the chopping block. Be prepared for a lot of retroactive activism (something that you could have easily avoided with someone with a general understanding of the socioeconomic background of the Dome District).
2. You are sitting on a literal gold mine. Sure, you can use eminent domain (and potentially do it for a song), but why wouldn't you consider turning Freight House into a historically protected building? It has existed for over 100 years and houses businesses that are not only BIPOC-owned (and one, in particular, has been there for FOUR DECADES), but it also serves as an incubator for small businesses that would otherwise not be able to afford a storefront. The food court alone is the stuff of legend. Why not embrace those facts and turn them into a crown jewel of Tacoma? The location is prime, and the wholly unique businesses mimic downtown Tacoma's vintage row; it will bring people in - Tacoma does not want to be a corporate hellscape like Seattle has become. The fact that you are not leveraging this as a draw to not only Pierce County residents but also Seattle residents is honestly insulting and poor judgment. Again - you need to look at your staff.
3. Remember Seattle Mayor Nickels? I do. He's the one who messed up all transit in Seattle because he was a board director of Sound Transit. People didn't realize how bad it was until after he was a lame duck; as a former Seattle City employee, I can tell you he is considered a villain. Honestly, Sound Transit is not held in any form of positive light in the greater Seattle area. You are looking at years of backlash and animosity from Tacoma City, Pierce County, and the commuters of those areas if you allow Sound Transit to push this through. Again, why not go to the path of least resistance? For the same, if not less money, you can incorporate Freighthouse into the greater good and make it a giant money magnet for Tacoma.

4. Why are you not working with the Historical Society of Tacoma? Collaborating with the Historical Society of Tacoma is a symbiotic relationship that is being overlooked. Again, look at your team. Why are you not working together on such a huge endeavor? Or at least getting feedback? This is Public Relations Basics 101, and Sound Transit is offensively overlooking these essential skills. Don't you want to save money?
5. Speaking of saving money, will you look at the public and tell them you are considering tearing down a HUGE tax-funded parking lot to build a new tax-payer-funded parking lot? Good luck selling that to Tacoma.

I honestly will examine Sound Transit levies and the like with FAR greater scrutiny in the future and actively encourage others to disregard your pleas because this is just… pathetic. You have the opportunity to become an integral part of making Tacoma unique in the Pacific Northwest (and still make huge profits), and you are wasting it with this proposition. Sound Transit can enhance its public appearance at a minimal cost and garner millions of dollars worth of goodwill by saving FreightHouse Square.

Should you want a competent person on your team to address these community problems before they happen, you are welcome to contact me at the above email address.

Best,

Carrie May (Tacoma Resident)

Online open house submittal

Feb 9, 2025 6:04:06 pm

Geraldine McCrary

Save Freighthouse square

Online open house submittal

Feb 9, 2025 9:19:09 pm

Erin Meinershagen

I MUCH prefer either the 25th St E or the 26th St Station - as it will keep Freighthouse Square and be least disruptive to the businesses there. Freighthouse Square is a unique and historical gem in our city - a place for people of all walks of life to come together, eat food from around the world, shop and support local businesses, and experience a part of Tacoma's history. It also serves as a wonderful place for travelers to stop and grab a bite before or after their bus or train! PLEASE DO NOT demolish it.

Online open house submittal

Feb 1, 2025 3:22:06 pm

Steve Menting

I would like to commend Sound Transit and the Federal Transit Administration for their diligent work in developing the Tacoma Dome Link Extension (TDLE) Draft Environmental Impact Statement (EIS). The TDLE represents a transformative opportunity to improve mobility, reduce congestion, and promote economic development while advancing regional sustainability goals. By extending high-capacity light rail service to communities from Federal Way to Tacoma, this project will provide fast, reliable, and congestion-free transit alternatives for residents and commuters. It is encouraging to see the prioritization of multimodal connectivity, transit-oriented development, and equitable access to public transportation, particularly for underserved and transit-dependent populations. Given the analysis presented in the Draft EIS, it is critical to move forward with the alternative that minimizes adverse environmental, social, and cultural impacts while maximizing transit benefits. In particular, alternatives that avoid sensitive tribal lands, minimize displacements, and reduce ecological disturbances should be prioritized. The inclusion of the Porter Way Design Option in the South Federal Way segment demonstrates a proactive approach to minimizing impacts on tribal-owned properties, and similar considerations should be made throughout the final decision-making process. I strongly recommend that the Sound Transit Board selects the least impactful alternative, ensuring that environmental mitigation strategies are fully implemented and that community concerns are addressed. By doing so, the TDLE project will not only achieve its core transit and mobility objectives but also demonstrate leadership in responsible infrastructure development.

Online open house submittal

Feb 4, 2025 12:26:15 pm

Steven Meyer

Pierce county has received the short end of the stick in this light-rail expansion for too long. The folks in the South Sound region are much more likely to use public transit than folks living North of Seattle. We needed public transportation and green infrastructure, in this rapidly expanding part of the country, yesterday. Instead we have countless drivers in otherwise empty cars idling (and emitting) for hours, staring at their phones and making roads less safe during commuting hours. With our new administration walking back climate goals, and climate refugees fleeing to this part of the country, we need to expedite this process. I hope that the Biden infrastructure funding is making its way to this part of the country, and can help us create a more sustainable Western Washington with a real sense of haste and urgency. We should be expanding the Tacoma light rail lines to TCC WHILE the connection to King County is being finished. I also support the plans shared for a 6th ave version of the TCC line, and a more centralized location for the main tacoma stop on the 1 line at Union Station instead of the Dome District.

Public Hearing Testimony

Brian Mitchell

Hi, my name is Brian Mitchell. Unfortunately, I do project management for a living, so I have questions that come from that, not necessarily about anything in particular or preferences that I have.

My main interest is the South Federal Way Station, though, but is there somewhere where someone can go to see more detail such as what requirements are met, what are the measurements for what the objectives are, what the costs are for each of the options?

I saw the numbers of businesses affected, but not a list of them or if they would just be impacted like Marlene's is impacted in that it's kind of a pain in the neck to get to it, but it's still operational or are these businesses that would have to relocate or maybe be put out of business?

Then the last thing is has a traffic study really been done on the Enchanted Parkway options? I ask that because if they don't go there and deal with Costco, they have no idea what in the world they're dealing with.

There are already major traffic incidents at Highway 18 and Enchanted Parkway because of people getting into Costco much less adding traffic for a rail station, so I'm just curious if that was taken into consideration.

It's kind of like when you buy a house, if you go in the middle of the day, everything's perfect. You need to look at it at different times of the day and the week to see what you're really dealing with, so that's my question. Thank you.

From: [redacted]
Sent: Sunday, February 9, 2025 6:39 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Please do not

Destroy freighthouse square. There are so many lovely businesses there and we need to keep some of Tacoma's history before we end up a sea of apartments and parking garages.

Sent from my iPhone

From: Georgia Moody [redacted]
Sent: Sunday, February 9, 2025 2:22 PM
To: TDLE Draft EIS tdlinkdeis@soundtransit.org
Subject: E 26th St Alternative

As someone who is eagerly awaiting fully regional light rail service, I am overjoyed to see the next phase coming to Tacoma, but not at the cost of the gem that is Freighthouse Square. It is a haven for small and micro businesses and home to some of the best and most affordable small restaurants in Tacoma.

Please consider the E 26th St Alternative plan so we can continue to enjoy Freighthouse Square for decades to come.

Thank you for your time,

Georgia Moody

Online open house submittal

Feb 9, 2025 8:26:46 am

Christina Morrison

Please save Freighthouse Square. I favor the 25th Street east & 26th Street alternatives.

Online open house submittal

Feb 4, 2025 9:58:50 pm

Betty Moss

Not enough time for public comments.

From: Timari Moxcey [redacted]
Sent: Sunday, February 9, 2025 3:14 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Freight House Square

Please don't destroy Freight house square! It has been a beacon in the community around the tacoma dome for decades!!

From: Timari Moxcey [redacted]
Sent: Sunday, February 9, 2025 3:16 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Freight house square

Please protect freight house square! It has always been a wonderful place to meet friends for dinner or take the kids when it's raining to see what adventures we can find

From: Timari Moxcey [redacted]
Sent: Sunday, February 9, 2025 3:18 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: FHS

My family has enjoyed this space for over 40 years. There are family owned businesses there that have thrived this entire time. Please protect this space

From: Mad Moxie [redacted]
Sent: Sunday, February 9, 2025 3:18 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: FHS

We love freight house square!

Public Comment Form

January 30, 2025

Normala Mungra

I am the owner of the [redacted] property. Our family acquired this property for retirement income. According to my view I-5 Segment would be better option. If we can save our building (partial taking) we would like to offer needed land (part of parking lot) without any compensation. Thanks

Online open house submittal

Feb 1, 2025 12:22:58 pm

Maria Nelson

Considering our history in the US of indigenous displacement and harm, I encourage the board to prioritize the wishes of the Puyallup Tribe when considering sites for the Tacoma Dome Link Extension. For too long, tribes' preferences and input have been superseded by US government and commercial interests. It is high time that the Puyallup Tribe's preference in this matter should be primary. Thank you Maria K Nelson [redacted]

Voice message submittal:

Eileen Newton

Hi, this is Eileen Newton. I'm a Tacoma resident and I would really hope that the Freight House Square, current small businesses that are there, will not be affected when we're making some of these changes. So I'm hoping, I think it's the 26th Street option that doesn't really affect their businesses and they will be allowed to continue working while you're doing the construction. Thank you so much. Bye bye.

From: Eileen Newton [redacted]
Sent: Sunday, February 9, 2025 2:23 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Freighthouse Square

I've been so excited that the businesses that we love in Freighthouse Square have been able to benefit from moving the amtrak station there. We hope the restaurants and small local shops in the square are able to continue offering passengers a quaint taste of tacoma and are not adversely affected by construction. Please choose well.

Sincerely E. Newton

Voice message submittal

Morgan Newton

Hello, my name is Morgan Rose [Inaudible] Newton. I live at [redacted], Tacoma, Washington. I've lived in Tacoma, Washington, my whole life and loved Freighthouse for a very long time. And I'm calling to talk about Tacoma Dome light rail extension project. I would just like to say, we really don't want to destroy Freighthouse in any way, we really want to keep this going, we like this piece of Tacoma history, and we really prefer, or favor, the 25th Street-East alternative or the 26th Street alternative/route. Because the other ones would probably take away this lovely piece of Tacoma's history. Not what's up. So, thank you. Bye.

Online open house submittal

Feb 9, 2025 5:39:09 pm

Iver Nitz

Please save Freighthouse square! I have fond memories of taking the Link from UWT to Freighthouse for lunch while I was completing my undergrad there. It's an iconic piece of Tacoma history that deserves to be preserved for future generations as Tacoma continues to grow! I favor the 25th St and 26th alternative construction plans.

Online open house submittal

Feb 9, 2025 11:25:32 am

Corey Noble

Please preserve Freighthouse Square, I have visited there several times durning the Christmas season and after graduation ceremonies and events at the Tacoma dome. Freighthouse Square is truly a hidden Treasure. Yours Truly C.Noble

February 10, 2025

To: Sound Transit

From: Diana Noble-Gulliford

RE: TDLE DEIS Comments

The following is my personal input to the proposed Sound Transit project known as TDLE.

The focus of most of my comments will be on Federal Way. I have lived in Federal Way for over 50 years so I have seen a lot of changes over the years. I have also served in different capacities by volunteering on comprehensive planning processes and also the history of Federal Way. The knowledge I have is mostly gathered by my time in Federal Way and meeting old timers over the decades and listening to their stories. I also was in the real estate business for 30 years and banking for 10 years.

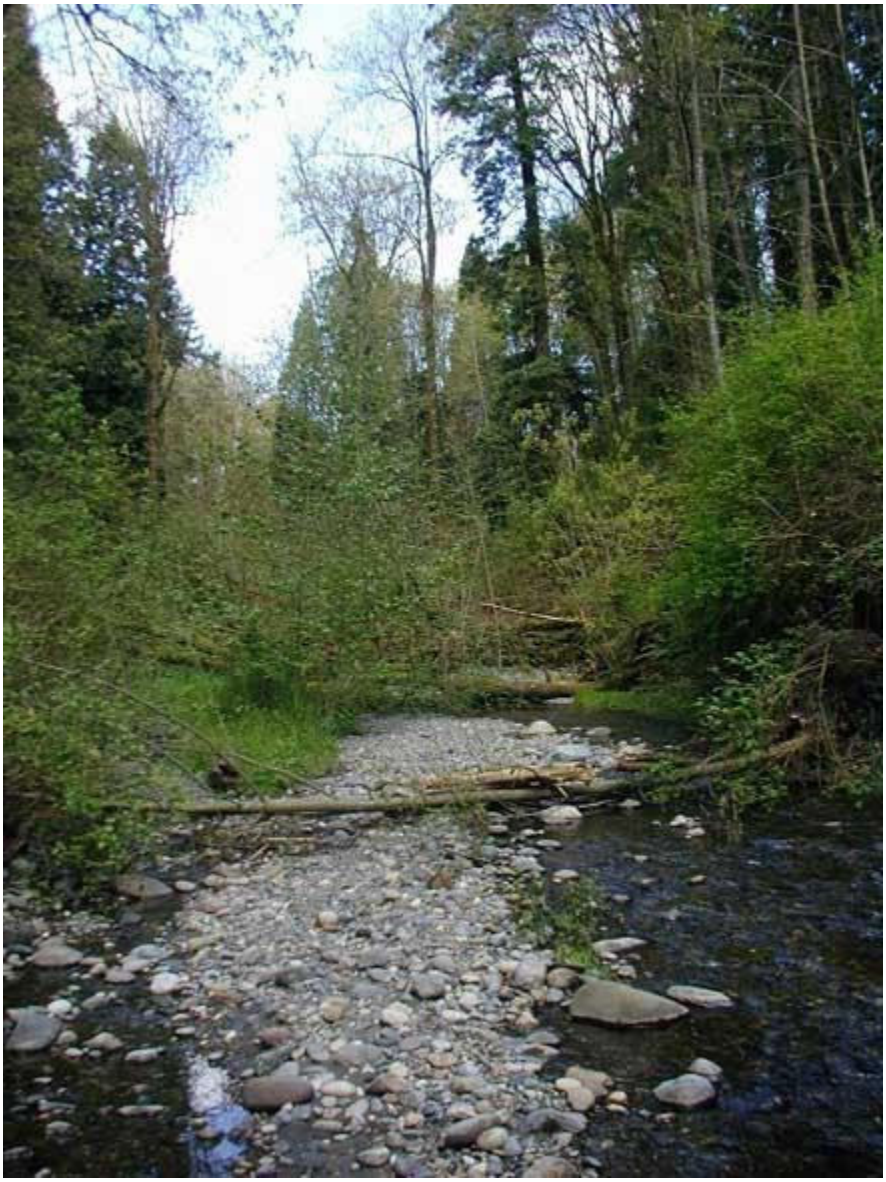
I believe that the Federal Way South Station is not needed. There is very little residential developments surrounding this area and very little future land for residential available for new development. There is a limit of sewer service available. It was a decision made a few decades ago before Sound Transit had it's eyes on the southern part of Federal Way but also because of the development of the area called Hylebos drainage basin and Spring Valley. This area was identified as an area not to be served by sewers when deliberating previous Federal Way comprehensive plans. Sewers flow north to the Lakota and Redondo treatment plants. Any new sewers in the southern Federal Way area would most likely have to be treated by Tacoma, which would involve a higher monthly fee for users and a higher fee for developers.

The higher traffic impact on such a high traffic area will cause existing businesses to suffer. This is an area that is the highest retail sales tax generator in Federal Way. It would be financially devastating to the City of Federal Way's budget forever. Businesses might want to relocate due to the increased traffic congestion due to the Sound Transit Station proposed in this area. Also impacting this area is truck traffic from the Port of Tacoma travels through the intersection of Hwy 99 and S 348th on it's way to Hwy 18 and I-90 going eastbound. At times it is bumper to bumper past S 356th going northbound. Planners have said that the truck traffic will be less when the SR 167 link to the Port of Tacoma is completed. This will be a toll road for trucks and trucks are already bypassing the weigh stations on I-5 in Federal Way by using Hwy 99. South King Fire has a maintenance facility on the corner of S 352nd and Hwy 99 that was recently purchased. It is very important that South King Fire have clear access to the roads in order to respond to any needs they may have. The taxpayers of Federal Way have invested heavily in our public safety facilities throughout our city. The south Federal Way station would drastically change traffic patterns in that area and beyond.

The Hylebos Creek Basin is a widely-known sensitive area and has been identified many years ago.

Below is an online article published Feb. 4, 2009 in Westside Seattle. Consider this part of my comments as what the 20 year plan was for the Spring Valley and Hylebos sensitive areas and wetlands.

Twenty-two acres of Hylebos Creek habitat gains permanent protection



Hylebos Creek

Mon, 02/04/2008

The future of the Hylebos Creek Watershed became greener.

Last Thursday, the city of Federal Way completed acquisition of the 22-acre Goldmax Property in the southern part of the city.

The property includes wetlands and forested uplands and 1,200 feet of the West Hylebos Creek, where chinook, coho and chum salmon spawn.

"This preservation of habitat and open space is an important step for the city of Federal Way," said Friends of the Hylebos Executive Director Chris Carrel.

"Many suburban communities are losing the healthy forests and green space that make communities attractive to residents and to businesses. With this purchase, Federal Way is demonstrating its commitment to ensure that growth is balanced with retaining key habitats essential to sustaining clean air and clean water and supporting a quality community."

Carrel also praised the role of King County, which provided $400,000 towards the purchase. King County Councilmember Pete von Reichbauer has been very active in supporting conservation in the Hylebos Watershed and at nearby Bingaman Pond.

"We couldn't have done this without King County's help," Carrel said.

The Friends worked with the city of Federal Way for four years to accomplish the property purchase. When the property owner decided last year that he wanted to sell, the project partners were ready.

The $715,000 purchase was supported by a mix of Federal Way Stormwater utility funds and King County Conservation Futures funds, as well as a contribution from the Natural Resources Damages Assessment Trustees. The property will be permanently protected as open space and can not be developed.

The Goldmax purchase fits into the Friends' Hylebos Creek Conservation Initiative, a blueprint for preserving and restoring 745 acres and 10 miles of Hylebos Creek over the next 20 years. The protected area will range from the West Hylebos Wetlands near Federal Way's St. Francis Hospital to Tacoma's Commencement Bay.

The Hylebos Creek Conservation Initiative will provide habitat for native plant and animal species, including Hylebos' native salmon runs. The large swatch of protected forest will also provide open space for a growing community.

The Friends and its partners have successfully preserved more than 400 acres of the Hylebos Initiative area and are actively restoring these lands.

The group's active volunteer program has planted more than 73,000 native trees and plants in the past seven years.

Friends of the Hylebos is a nonprofit conservation organization working to protect and restore the environmental quality of Hylebos Creek, the West Hylebos Wetlands and the surrounding watershed.

As you can see, the community, city, county, state and tribes were all involved in protecting this sensitive area. I do not believe that the proposed Sound Transit proposal of either route will not erode or damage the watershed of the Hylebos and Spring Valley.

The Spring Valley Montessori school and buildings has their own history. The Puyallup Tribe intended to work with the State of Washington to develop a fish hatchery in that location. This was in the early 70's.

Here is an article on George Justus and his invention of the Justus Cedar Homes. He and his wife Madeline were residents of Federal Way in Spring Valley. He built one of his newly-invented method homes. The following article was from the website of https://www.docomomo-wewa.org/architect/justus-george-r/

Born in Hogyesz, Hungary on August 14, 1913, builder George Robert Justus's life embodies the epitome of the "American Dream." Already a successful businessman, Justus had begun planning a business to build prefabricated homes in the wake of Europe's post WWII devastation. He was certain that his economical house could replace many of the destroyed homes; however when the Communist government took over the European lumber company he managed, his plans changed.
He and his wife, Madeleine, quickly decided to start a new life in the United States. As refugees, they arrived in New York in 1948, and shortly thereafter made their way to the Pacific Northwest. Eager to start their new life in America, they capitalized on their heritage and at first started a Hungarian frozen food company in Seattle in 1950 called the Justus Co. Sold at local markets, Madeleine prepared a variety of Hungarian specialty dishes including Chicken Paprokash, Stuffed Green Peepers, Letcho, Hungarian Goulash, and Danubian Meat Balls, which were packaged, frozen, and distributed by George.
At night, George attended classes at University of Washington to learn the technical aspects of designing and engineering in the United States. He later recalled, "All the time I was studying how I could develop a method of prefabricating structures in this country?" Seeking further experience and connections, he took a job in Tacoma working as a salesman for the Tacoma Sash & Doors Co., and later worked as a detailer for Acme Millwork in Seattle.

With very little capital, but a strong vision and desire to have his own prefab business, Justus opened a prefabricated home factory on the tide flats of Tacoma in 1954. By 1955 they were ready to display their first product, a two-room cabin at the Puyallup Fair. Over the course of the next 30 years, the company grew steadily, eventually reaching a global market. While exact production numbers are unknown, in the United States homes were shipped far and wide – to Connecticut, Honolulu, Southern California, Montana, and Florida. Outside of the United States, one order noted that they shipped 490 precut homes to Japan for Katakura Bussan Co. who erected the houses in eight different cities (1973). They also sent 100 precut homes to Sharjah, in the United Arab Emirates (1975); built the first wooden homes (six) in Abu Dhabi (1975); and sent several homes deep inside the Arctic Circle.

Justus cabins and homes were engineering for the “do-it-yourself” builder. Sashes, frames, boards, beams, and timbers were all numbered on “self-explanatory, step-by-step instructions” for easy assembly. Walls were constructed of solid Western Red cedar – 4” thick x 8” tall with double tongue-in-groove stacking joints which had “patented dovetail jointed corners.” Connected by steel rods, the joints were so precise (within a 1/16 of an inch tolerance) that the buildings were weathertight. In the 1970s they marketed this design as their “Energy Lock” system. The timbers were kiln dried and treated with a preservative chemical to enhance the cedar’s natural weatherproofing (10% moisture content).

Cabin prices started at $1,150 for a one-bedroom model, and up to $4,450 for a three-bedroom house. Construction of a three-bedroom house was reported to take about 330 man-hours, while a cabin took just 50-70 hours.

Marketed under a variety of different names over the years (Justus Homes, Justus Cedar Homes, Justus Solid Cedar Homes, Justus Company, and Justus Log Homes), at its height in 1979 the company offered 70 different models. Their catalogue included everything from A-frame cabins and full-size homes, to motels, churches, and even office buildings.

Justus focused on quality instead of quantity. He noted that, “I never believed that everyone should have a cedar house, just those who like a rustic structure and like to take part in the construction.” The most popular models in the early years were the “Sugarbush,” a T-shaped unit with a loft; and the “Sandpiper,” which was distinguished by its raised skylight and full-width front deck. Custom options included skylights, hot tubs, greenhouses, and bay windows. In fact, most of their designs were customized for individual tastes. Their “Cascade II” Passive Solar Home model, designed by Tyler Gazecki, won the “Best in the West” Golden Nugget Award at the Pacific Coast Builders Conference in San Francisco for manufactured homes in 1981. It was selected from 637 entries.

By 1979, Justus had twenty-nine dealerships across the United States including offices in Spokane, Vancouver, Tacoma, and Port Orchard in Washington; Hamilton, Montana; Thomasville, Georgia; and West Chicago, Illinois. Vancouver, Washington salesman Ole K. Rasmussen, was the National Justus Dealer of the Year twice (1977,1978) with 1977 sales alone exceeding 1.7 million dollars.

Other notable projects include the Thunderbird Lodge at Snoqualmie Ski Area (1956, with Tucker & Shields); a personnel building for Pan-Alaska Fisheries Inc. in Unalaska; St. Georges-in-the-Arctic Episcopal Church in Kotzebue, Alaska (c.1967); the Spring

Valley Montessori School (c.1965) in Fife; the Reinell Boats Office outside of Marysville (1970); several buildings at the Lake Tahoe Donner Resort Community (1972); the Tipi Village model homes in Red Lodge, Montana (1974); and a 23,000 sq. ft. clubhouse in the United Arab Emirates (1976).
In 1971, the company was purchased by Frank Lyncott, and shortly thereafter was bought out by one of their main competitors, Lindal Cedar Homes, in 1983. Lindal continued with the Justus Cedar Homes product line until the late 1980s. The Justus line helped the company reach a high of $16 million dollars in sales in 1987, a time when their dealership size had reached almost 198 offices across the US and Canada. George Justus enjoyed his retirement and passed away on August 30, 1995 in Federal Way at the age of 82.
– *Michael C Houser*

House – Justus Homes “Conifer Model” | Poulsbo

Built: 1977 | Source: NWMLS

Come see it being assembled!
The Conifer – Solid Cedar Home
Precision cut and pre-packaged for completion on your lot — anywhere. Beautifully designed in the most durable, practical SOLID CEDAR!
Display Model at 50th St. Exit off I-4 eastbound.
Justus Solid Cedar Homes
distributed by — Arthur Yates
Phone — 253-2164 • 251-3432
Send $2 for our 44-page Color Catalog to — Arthur Yates, distributor, Dept. F P.O. Box 18345, Tampa, Fla. 33679

Advertisement | Justus Solid Cedar Homes

Source: The Tampa Tribune – November 11, 1975

OPEN SEMINAR
Justus Seminar, Thurs., Oct. 25, 8 PM.
Vance Tyee Motor Inn, Olympic Room, 500 Tyee Drive.
How to begin the last home you may ever buy.
Don't miss this unique opportunity to gain valuable knowledge about one of the world's finest building systems. We will cover: Site selection. Mortgage financing. Current building costs. Justus history. Resale values. Construction techniques. Design alternatives. Maintenance. Why you shouldn't be afraid of the word "custom."
Save energy.
Cedar is the finest natural insulator known to man. And when combined with our special dove-tail joint construction, a Justus home is amazingly solid and tight. Warm and cozy in the winter, cool in summer, the patented Justus Energy-Lock® system has been shown to save up to 40% on fuel bills in even the most severe climates.
Prepackaged. Easy to build.
A Justus Cedar Home is easy to construct with the help of a contractor—or do it yourself. The precision cut, pre-engineered thick 4x8 timbers fit together perfectly. Choose from award winning designs, including passive solar. Or let our custom design team work closely with you. You can save up to 50% or more labor costs.
Get the full quality story and how-to-begin information at this Justus seminar on Thursday, Oct. 25.

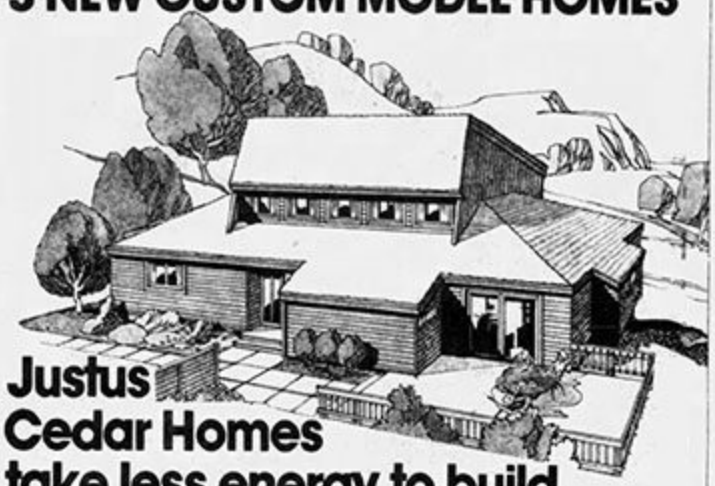
Advertisement | Justus Log Homes

Source: The Olympian – October 21, 1984

Typical Justus Log Detail

Source: Michael Houser

Grand Opening Today (10a.m.-7p.m.)
3 NEW CUSTOM MODEL HOMES



Justus Cedar Homes take less energy to build . . .and to live in.

Visit the new custom model in your area and discover for yourself the lasting beauty of a Justus Home. Each four-inch-thick kiln-dried Western Red Cedar timber is double tongue-and-grooved and machined to zero tolerance for an airtight fit. Corner joints are dove-tailed for added stability and ease of construction. Combined with roofs, windows, doors and ceilings specifically designed to be energy-efficient in your area, the Justus "Energy Lock" system gives you a better home value in any climate (it's especially ideal for solar applications). Custom options include skylights, hot tubs, greenhouse and bay windows. For a look at some of our 300 existing plans and custom design features, see the Justus model nearest you today.

Justus homes

Stop by the Justus Open House in your area.

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Directions: From I-90, take Pine St. exit to N.E. Service Road and Indiana Street.
Phone: (509) 926-5363

Vancouver, WA
Directions: From I-5, take 75th St. exit. Turn East to Hwy. 99, North to 95th St., West (past Datsun) to display.
Phone: (206) 694-8779
(206) 574-2101

Tacoma
Directions: Take I-5 South to exit 136 (Port of Tacoma) and turn right. Turn right on Pacific Hwy. Turn right at Justus Homes sign.
Phone: (206) 922-1522

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Justus Homes, P. O. Box 98300, Tacoma, WA 98499

Advertisement | Justus Homes

Source: The Sunday Oregonian – September 30, 1979

MANUFACTURED
HOME AWARD

Builder Magazine and Pacific Coast Builders Conference select Justus for the "Best in the West" Gold Nugget award.

Below is an excerpt from an article in Seattle Times, June 5, 1981.

The "Best in the West" award for a manufactured home went to The Justus Co. of Tacoma for its Cascade II passive-solar home designed by Tyler Gaseki Associates. A model of the home, near Kent, features four-inch thick, solid cedar, double tongue-and-groove wall timbers. The home has two bedrooms and 1½ baths, hot tub, skylights, active solar heating and other energy-conscious features.

The design is the Tacoma-based company's most popular throughout the country.

The awards to area builders were among three dozen chosen from 637 entries from 14 western

The jury included builders,

Best manufactured house.

Advertisement | Justus Homes

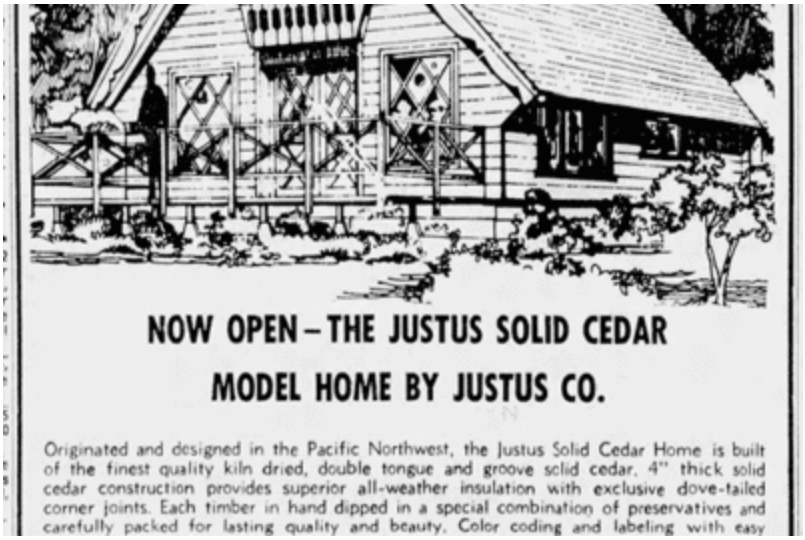
Source: The Seattle Post Intelligencer – May 9, 1982

Justus Home |" Cascade II" Model Home – Gold Nugget Award

Source: Seattle Times – July 5, 1981

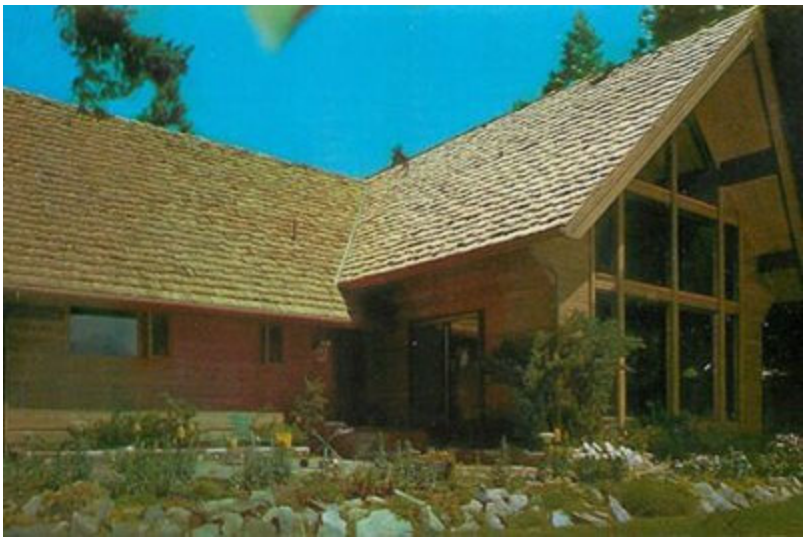
Justus Company Catalogue

Source: DAHP


NOW OPEN – THE JUSTUS SOLID CEDAR
MODEL HOME BY JUSTUS CO.
Originated and designed in the Pacific Northwest, the Justus Solid Cedar Home is built of the finest quality kiln dried, double tongue and groove solid cedar. 4" thick solid cedar construction provides superior all-weather insulation with exclusive dove-tailed corner joints. Each timber in hand dipped in a special combination of preservatives and carefully packed for lasting quality and beauty. Color coding and labeling with easy

Advertisement | Justus Solid Cedar Home

Source: Seattle Times – July 10, 1971



Postcard | Justus Cedar Homes – “Sugarbrush” Model

Source: DAHP

Thunderbird Lodge | Snoqualmie Ski Area

Built: 1956 | Source: NWHikers.net

Grand Opening Today (10a.m.-7p.m.)
3 NEW CUSTOM MODEL HOMES

Justus Cedar Homes take less energy to build ...and to live in.

Visit the new custom model in your area and discover for yourself the lasting beauty of a Justus Home. Each four-inch-thick kiln-dried Western Red Cedar timber is double tongue-and-grooved and machined to zero tolerance for an airtight fit. Corner joints are dove-tailed for added stability and ease of construction. Combined with roofs, windows, doors and ceilings specifically designed to be energy-efficient in your area, the Justus "Energy Lock" system gives you a better home value in any climate (it's especially ideal for solar applications). Custom options include skylights, hot tubs, greenhouse and bay windows. For a look at some of our 300 existing plans and custom design features, see the Justus model nearest you today.

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Name _____

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City _____ State _____ Zip _____ Phone _____

☐ I own a lot. Location _____

Justus Homes, P. O. Box 98300, Tacoma, WA 98499

Advertisement | Justus Homes

Source: The Spokesman Review – September 23, 1979

Spring Valley Montessori School | Fife

Built: c1965 | Source: Michael Houser

There is a cemetery between I-5 and Gethsemane Cemetery that has been named over the years as a pioneer cemetery and also St George's Cemetery. I have visited this location with members of the Puyallup Tribe. The access is limited as to unimproved roads by the city. Access is important for the Puyallup Tribe to maintain this historic and sacred cemetery. The City of Federal Way and the Puyallup Tribe has been communicating for years on a solution but as I have been told, none has been determined. Several gravesites in the St George's Cemetery have been relocated to the Calvary Cemetery in Tacoma. There is a list of names of the relocated gravesites at the Historical Society of Federal Way. The source of this information is from a file in the Archaeological office of the Puyallup Tribe that I coped a few years ago. St George's cemetery was created by the Catholic church and Father Peter Hylebos as an addition to the St. George's Indian School. These facilities were located on the land where the Gethsemane Cemetery is at this time. St. George's Indian School was one of the outcomes of the Medicine Creek Treaty when the State of Washington was a Territory. This school does not have a good history. The Puyallup Tribe website for the history of St. George's Indian School is:

https://www.stjames-cathedral.org/history/holythings/35hostiron.aspx

The information about the Brooklake Community Center needs to be corrected regarding how the City of Federal Way came to own it. I am attaching a pdf file about the history of the Brooklake Community Center by Dick Caster. His information is well-documented. It is obvious that the Historical Society of Federal Way was not contacted regarding the history of this center or other historic properties. Sound Transit is required to address historical and archaeological sites in the TDLE DEIS by the federal Government.

Any proposed development by Sound Transit in this area should be avoided as the property line boundaries were not well-established at that time. King County did not survey properties in this area for many years. I believe it was in the 1930's when King County hired CCC people to go around and document buildings and ownership so tax files could be established in order for King County to collect property taxes. Sound Transit could check with the Puget Sound Archives in Bellevue for this documentation.

I am including a few documents with my personal comments for Sound Transit's information on what previous decisions and vision was established for South Federal Way. It is a much different vision than what is being proposed by Sound Transit at this time.

Do not build this transit center, a garage or a parking lot. We don't need it. If a through route needs to be determined, use the Hwy 99 route in order to avoid the Puyallup Tribe's St George's cemetery.

It is imperative that Sound Transit protect our existing wetlands and open spaces. There are no tradeoffs in the future.

Attachments:

Federal Way Resolution 96-233

Final SMAP for West Hylebos

Hylebos Action Plan

City-Owned Parcels Spreadsheet

Hylebos Watershed Plan 2016 Earthcorps

King County Surface Proposed Basin Plan Hylebos Creek Lower Puget Sound

Brooklake Community Center History by Dick Caster, Historical Society of Federal Way

Voice message submittal

Fred Novak

Hello, my name is Fred Novak and I'm just a concerned citizen of the City of Tacoma 'cause I don't want the Freighthouse Square to go away. We love our Freighthouse Square and are so sad about it and we hope that it can just stay here because there's so many communities and everybody loves it. And the Freighthouse Square is like a piece of history that we all love. And I just couldn't imagine it being gone… out of our lives. I don't know, it's just hurting my heart. So thank you for listening. I hope you take this into some consideration. Have a wonderful day because we just love our Freighthouse. Thank you so much for your time. Bye.

From: Theresa Oborn [redacted]
Sent: Thursday, January 23, 2025 8:41 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Re: freight house demolition

The freight house at Tacoma dome station is a bastion of quirky individuality in this town. I found it to be such a refuge when coming home from work hungry and cold. Whatever it is replaced with, I doubt there will be fresh Gyoza or coffee to sustain me on my 3 hour trip to and from work.

I love this place. If it must be taken down, I wish Tacoma authorities would consider making it not only tolerable but enjoyable for people to pass through on their way to somewhere else. The city should not be hostile to the people who make it what it is.

From: Daryk Oughton [redacted]
Sent: Monday, February 10, 2025 4:37 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Please don’t tear down the freighthouse

The tacoma freighthouse is not only historical it’s also a place where hard working Americans make their living! It hosts community get togethers houses independent small businesses and has affordable restaurants for people to eat. This may just be a building to you but it means allot to us in the community please don’t tear it down build it up and support it.

Online open house submittal

Feb 10, 2025 8:07:10 am

Yeni Oughton

Save the Freight house, we love to visit the shops on the weekends.

Online open house submittal

Feb 10, 2025 10:31:43 am

Sally Perkins

Please do not displace Freighthouse Square and the many businesses that operate there. Please protect as much access to Freighthouse Square businesses during construction. The 25th Street East Alternative or the 26th Street Alternative are preferable. Thank you.

Online open house submittal

Jan 21, 2025 2:03:44 pm

Bertram Peters

I'd like to voice my enthusiastic support for the "SF Enchanted Parkway Station (352 Span Station option)." This would put the train right in the middle of a major shopping area, which is always congested--Home Depot, Lowes, & Costco.

From: EILEEN PETERSON [redacted]
Sent: Wednesday, January 29, 2025 3:42 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Federal Way segment

After attending meeting and reading literature , I have some concerns on the proposed new stations in Federal way . Hoping that a traffic study has or will be done in that area .That is a normally congested area with Walmart ,Costco,Lowes and Home Depot , and you throw in Wild Waves in the summer time traffic is a mess .Dont forget Enchanted pkwy that also backs up with the Puy Fair .

As we will continue to respect the tribal lands(I beleive there will be a stop in fife by casino) hoping that we also respect those that are buried in the Gethsemane cemetery .,they do not have a say .

Lastly always want to make sure we have safety and security of Passengers on light rail and in stations .Does Sound transit pay for the security on board and in the stations/Parking ? Or is that a City expense .

Thank you

Mike Peterson

From: Richard Plasencia [redacted]
Sent: Tuesday, January 28, 2025 12:08 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Opposition to freight house demolition

Dear Sound Transit Board,

I am writing to express my strong opposition to the proposed annexation and demolition of Freighthouse for the Tacoma light rail expansion. Freighthouse is a **historic landmark and a thriving small business hub** that contributes greatly to Tacoma's cultural and economic landscape. Displacing over 20 diverse businesses would be a devastating loss to our community.

This unique space offers foods and shops that cannot be found elsewhere in the city, and these businesses would **greatly benefit from improved transportation access**, not removal. Its rich history and cultural diversity make it an irreplaceable part of Tacoma's identity.

Rather than demolishing Freighthouse, I urge you to consider the **abandoned construction site across the street**, which presents a far better alternative for development without harming small businesses and local heritage.

Please reconsider this plan and prioritize solutions that preserve our community's character while supporting sustainable urban growth.

Sincerely,

Rick Plasencia

[redacted]

From: Rachel Porter [redacted]
Sent: Wednesday, January 22, 2025 11:46 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Link light rail

Hello,

After spending a week in London and having ridden Amtrak from Portland to Seattle, to Mount Vernon and to Ellensburg, the #1 issue I see is that the train doesn't normally stop in places that are useful to pedestrians.

Considering light rail, I understand The Last Mile is also a big hurdle to get people out of their vehicles, hence the large parking structures in Mountlake Terrace and Northgate.

All this to say, is it in the plans to build out the arce or 5 around each stop for mixed use? Mid priced apartments, grocery, services, amenities?

I personally live in the Proctor district in one of the new apartments. I chose to live here for the walkability. I drive my car maybe once a week at most.

I am a Strong Towns member and appreciate the human centric approach to transportation design.

The Tacoma station is in a rather seedy part of town and that is a deterrent for people to take public transportation.

This is probably outside the scope, but encouraging businesses to occupy the area improves safety. It has gotten better.

I'm happy to see light rail moving south!

Rachel Porter

From: Kate Powell [redacted]
Sent: Sunday, February 9, 2025 4:45 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: PLEASE do not destroy Freighthouse Square!

Hello,

I am a Tacoma resident and devoted patron of Little India Express, the Indian restaurant located inside Freighthouse Square. They have the best Indian food in Tacoma and the kindest staff.

Light rail expansion is something I feel strongly about. It's good for the city, it's good for commuters, and it can and SHOULD be good for the locally owned businesses located near its stops.

Of the four options for the Tacoma Dome extension project, I urge you to ONLY consider the two options that do NOT imperil the businesses located inside Freighthouse. There are a lot of them, many of them small ethnic restaurants, and it would be the opposite of diversity and inclusivity to ask them to give up their livelihoods for something that could just as easily grow their businesses if done right.

Go down to Freighthouse Square and eat at Little India Express. Try the Baingan Bharta, suitable for vegetarians but tempting to anyone. Their paneer dishes are fabulous too. Meet the people, eat their food, and understand what you could be taking away from them, their customers, and the fabric of the city if you go about this the wrong way.

Thank you.

Sincerely,
Sound Transit rider, Tacoma resident, and local takeout enthusiast
Kate Powell

Online open house submittal

Dec 14, 2024 2:59:23 am

Roger Price

Very hopeful that the Tacoma Done Link can be completed on time. We have waited decades for Light Rail to FINALLY connect Seattle and Tacoma, the regions two largest urban Centers!!

Public Hearing Testimony

Daisy Quinn

The I-5 alternative for the South Federal Way Station should ideally not continue being studied in favor of the other alternatives near the shopping center as well as the high risk which has been put on DEIS and would also be very helpful for bus connections as well as an extremely large timeline for just a mile-long station gap to open South Federal Way early just like Angle Lake was opened early.

It should be taken into consideration that alternatives on the Pacific Highway between South Federal Way and Fife would be required to add sidewalks to the roads and better overall infrastructure.

As for the Tacoma Dome Station, the 26th Street alternative, any future expansion from that would have to go over I-705, which would make it harder to go into a potential future downtown Tacoma tunnel if anyone were to prefer that.

The Freighthouse Square option is pitched as being connected, but the 25th Street West right next to it is arguably just as connected. It has the same bridge, and also optional routes to the parking garage.

There's an option for new bus space to be right underneath it, and Freighthouse Square should not be destroyed under any circumstances. Thank you.

Online open house submittal

Feb 9, 2025 11:22:49 am

Melisa Rader

I do not agree with tearing down Freighthouse Square for this project!

From: Nelson Rascon [redacted]
Sent: Tuesday, February 11, 2025 12:51 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Freight house

To whom it may concern:

I urge the board to preserve Frighthouse Square, a valued community landmark. Rather than demolishing it, this space should be transformed into a vibrant shopping and dining hub that serves transit users and enhances the area. Please support one of the alternatives that protect this local treasure.

Nelson Rascon

M.P.A, C.P.C

Executive Director-Dads MOVE

[redacted]

www.dadsmove.org

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Dads M O V E
Mentoring Others through Voices of Experience
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"Family-focused, Dads Driven"

From: Calvin Read [redacted]
Sent: Monday, January 27, 2025 1:34 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Save Freighthouse!

Hello, my name is Calvin and I've been a resident of Tacoma since 2011. I **strongly oppose** the demolishment of Freighthouse Square for it's historical and community value, as well as the harsh displacement of the small independent businesses that make their livelihoods there. The expansion of sound transit is important, but it cannot and must not take away Tacomans' opportunities for working in an already tenuous and unstable economy. Please consider making expansions to Sound Transit elsewhere.

With Considertion,

Calvin Read
(they/them)

From: Elsie Reyes [redacted]
Sent: Sunday, February 9, 2025 5:44 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Leave Freighthouse Square Alone!

Please don’t destroy Freighthouse. This is a one-of-a-kind building, and to this day, I’ve never come across a building that comes close to Freighthouse. It’s almost like Tacoma’s Pike Place.

Freighthouse is home to unique vendors and delicious food. Having gone to high school across the street, Freighthouse was iconic to us. It was the go-to spot for lunch or a nice drink.

Public Hearing Testimony

Anthony Reynolds

No. 1, as far as the Tacoma Dome link, the extension, my house is affected by the Pacific Highway West option.

I'm a property owner at [redacted] and also the parcel directly behind it, which the house is one acre, and the adjacent property is six acres as well.

Some of the homes in Federal Way date back to the late 1880s as the town was first established as a logging community. Washington did not become a state until 1889.

Anyway, Highway 99 and Federal Way are kind of connected to downtown Tacoma. It didn't open until 1928. Getting along to about the houses, the houses are built very well.

It was a 1921 Craftsman home, which I was able to purchase as my dream home. If I'm displaced from the home, it'll be challenging for me to find another property such as that on Pacific Highway.

It is a prime location on Pacific Highway that connects Seattle to Tacoma to the Emerald Queen Casino and the Port of Tacoma.

If I'm displaced from my home, it'll be hard for me to find a property again. I've worked all my life 30 years as a person that believed if you work hard and you go to work, you can achieve your American dream.

That home is my American dream, so I vote to use another option such as I-5 if possible. That's enough to say for now. Thank you.

From: ANTHONY REYNOLDS [redacted]
Sent: Monday, January 13, 2025 2:17 PM
To: sagar.Ramachandra@soundtransit.org <sagar.Ramachandra@soundtransit.org>; jim.ferrell@federalwaywa.gov <jim.ferrell@federalwaywa.gov>
Subject: Tacoma Dome Link Extension – (South Federal Way – Pacific Hwy 99 West Option)

Tacoma Dome Link Extension –

(South Federal Way – Pacific Hwy 99 West Option)

From: Anthony Reynolds, January 13th, 2025, property owner of the properties below

Subject: King County Parcel Number [redacted]
Subject: King County Parcel Number [redacted], property located at NO SITUS

Greetings, Sound Transit

I'm writing to voice my concerns and offer my thoughts on the Tacoma Dome Link Extension (TDLE) Pacific Hwy 99 West alternative.

As the owner of the properties in question, **I strongly oppose this choice.**

As the owner of both properties, I would like more feedback if the (SF Hwy 99 West Alternative) was chosen at that time. Would it affect all or a portion of the property? Additionally, if it is incomplete, might more details be given to improve comprehension?

A few details about the property at [redacted] (Pacific Highway 1) are what I would like to provide.

1. Some of the homes in Federal Way date back to the 1880s, as the town was first established as a logging community in the late 1800s (1883-John Barker Cabin) homestead of 160 acres.

Washington didn’t become a state until 1889.

2. Highway 99 in Federal Way, which connected Seattle's downtown to Tacoma’s downtown, wasn't finished until the 1920s. it didn't open for business until 1928.

3. State roads authorized as early as 1913 and earlier routes dating back to the 1890s were superseded by US 99 in 1926.

4. The address of this property is [redacted] was built as a Craftsman House in 1921. Although this home was constructed prior to the completion of Pacific Highway.

5. Built with old growth lumber meaning that the lumber is dense and very strong. Most homes built today has an exterior structure of roughly (1/2in.) thick but this home is constructed of (3/4in tongue and groove planks and at minimum 3/4 wood shake siding, making this house 1 1/2 in thick), this house is still in excellent shape.

6. Just west of the property I currently own, it is quite conceivable that the house was built using the old growth lumber.

7. As a historical site of the City of Federal Way, I suggest that this house be conserved and safeguarded.

8. This house, which is over a century old, is likely among one of the oldest in Federal Way and is also situated on Pacific Highway.

9. This home has endured numerous tests of time, including earthquakes and other natural disasters. In other words, devoid of foundation problems and any other problems that arise in homes that are constructed at this day in time.

10. The house is situated on virgin soil, which is incredibly healthy and unaltered.

11. In addition, the house has a lot of history and shouldn't be destroyed to make way for a road when there are more affordable options. Prioritizing nature and history over finances is a good idea.

Since 1997, I have lived in the Federal Way/N.E. Tacoma neighborhood. I would like to continue to enjoy the city that I call home as a Federal Way resident and property owner. I have owned the aforementioned property since 2017. I was fortunate enough to move into my ideal home in the aforementioned year, which is what I have always desired. I consider this to be a piece of history that I own, even if others would just perceive it as just an old house.

I also have the American Dream as a Blue Collared worker. My hope has always been that you can achieve your goals if you put in the necessary effort and save money. To realize my American Dream, I have worked hard, built a family, and saved as much as I could for the past thirty years or more. Owning this property, maintaining it, and being able to enjoy it are all aspects of my ideal. Everyone should have the opportunity to pursue that dream as a citizen of the United States of America.

Furthermore, because this sizable portion of the property is situated on Pacific Highway, which runs between Seattle and Tacoma, close to the Port of Tacoma, the Emerald Queens Casino, and the Seattle/Tacoma airport, it would be extremely difficult for me to find a property that would match this parcel if I was relocated. This land is much more than just any property; to me,

it represents generational prosperity that my family and I will be able to enjoy for many years to come. If acquiring your generation's wealth is your desired outcome, how can that wealth be attained if your property is taken away from you and obstacles are put in the way preventing you from obtaining it?

I am aware that mass transit is necessary due to the Puget Sound's continued growth and expansion. No matter how many properties are impacted, in my opinion, if using (I-5) is an option, it should be used so order to avoid having an adverse effect on Federal Way residents. When there are better options available, we Federal Way residents shouldn't have to sacrifice our enjoyment of our homes.

Additionally, after reviewing the choices, if the Pacific Hwy 99 South (East or West) option was selected. All proposals indicate that the train would run parallel to Highway 99 until roughly the 373rd block of Pacific Highway. After that, it would be built in the middle of Pacific Highway so not to affect the businesses south of Pacific Hwy. Could it be constructed in the middle of Pacific Hwy 99 to avoid affecting the residents north of the 373rd block, rather than running parallel to it and affecting homeowners?

As a Federal Way resident, I've enumerated my choices for the (TDLE) that would be fair to everyone:

1. The alternative to SF I-5
2. The alternative to SF Enchanted Parkway
3. The Alternative to SF 99-East
4. The Alternative to SF 99-West.

I'll be waiting for your reply and/or any other comments you may have.

Regards,

Anthony Reynolds

[redacted]

Federal Way, WA 98003

[redacted]

Online open house submittal

Feb 9, 2025 8:59:58 am

Jessica Reynolds

Please move forward with the 25th St E alternative. Save the Freighthouse!

Online open house submittal

Jan 1, 2025 11:01:33 pm

James Richmond

Will the Tacoma light rail extend to PLU? I think that would be a great option for students.

Voice message submittal

Rick

Hey, my name is Rick. Uh as far as the Sound Transit situation around Freighthouse Square, let's say a Freighthouse Square, let's either go with the 25th St. or the 26th St. plan. Let's not get rid of Freighthouse Square. Freighthouse Square is a vital item in this city. Thank you.

Online open house submittal

Feb 9, 2025 9:03:18 am

Crystal Riffle

Save Freighthouse Square. Go with the rails/station on East 26th street.

Online open house submittal

Feb 9, 2025 11:35:14 am

Mark Roberts

The freight house square needs to go. It's too expensive to keep maintaining and it's not a destination spot for shoppers.

Online open house submittal

Feb 3, 2025 10:51:13 am

James Roes

It seems the current plans have been set without consideration of the area business owners, their customers and their staff. Why would this project ruin the Fife area's best biusiness area? Obviously those individuals were not considered. The project could move towards 509 and avoid business closures, loss of jobs and revenue generated for the area business that have been in Fife for years

Public Hearing Testimony

Trenise Rogers

Thank you so much for being here and hosting this event. I'm really excited for all the things that are going to happen in terms of providing additional transportation for our community.

I just wanted to elevate some concerns, one being how would we address transit access as it relates to individuals who live on the outskirts of the Sound Transit hub?

How would we provide additional support and resources so those individuals on the outskirt communities have access to those connecting opportunities?

Also, how would we connect residential areas to public transportation? Whether we're talking about transit via bus or additional opportunities, how are those opportunities going to be realized in terms of fully accessing the lightrail?

In terms of displacement and resources, how are those things being addressed in terms of moving forward? When I think of displacement, I think of individuals who may be like -- I think it was Tire City, but businesses who do have those general concerns about possible displacement and how their businesses will be impacted in that way.

Then also as Mr. Tire City mentioned, what kind of resources are available, and what that looks like and how that's shared out on the broad spectrum. Thank you.

Online open house submittal

Feb 8, 2025 9:40:36 pm

Nina Rook

Tacoma Dome Station: Our mixed and erratic history with public transit has gifted Tacoma with the opportunity to create a dynamic and lively transit hub unlike the existing outer-ring Link stations. We will have car commuters, Amtrak riders changing to Link to get closer to their destinations, Link passengers finding that they have a long wait for their next bus. . . . Which would you prefer to experience, 40 minutes in an open concrete yard, or an excellent fish dinner at a reasonable price? Waiting for your next step window shopping with a donut in hand, or back out on a bench with only the security guards for company? I do use Link -- mentions of "possible retail" bring vividly to mind the empty "retail" at Angle Lake, that can't even support a coffee shop. For Tacoma, I would love us to use Freighthouse Square to provide a vital part of the travel experience. All it takes is vision, creativity and determination. Either the 26th St option, or 25th St East might work, but please don't remove the independent small businesses and human scale infrastructure that we have. Keep Freighthouse Square.

Online open house submittal

Jan 28, 2025 11:25:00 am

Shaun Ross

South Federal Way Station: My selection: SF 99-352ND Station with SF 99-East Alternative route. This station will be more pedestrian oriented focusing on connecting people to other transit modes outside of private vehicles. Hopefully with this station selection, it can eventually kick start a new dense, transit oriented neighborhood replacing the car oriented big box stores and include a library along with at least one grocery store. Construction of multi-story housing units (at least 6 stories tall) will support multiple restaurants and other retailers. Can private car storage minimums be lowered or even eliminated in support of other public transit services to the neighboring communities? Fife Station: My selection: Preferred Fife Station location with the Fife Median route. With this station location, it should spur pedestrian oriented development. How will the community south of I-5 gain easy access to the station? The preferred station location is hefty walk from the businesses along Pacific Hwy and 54TH Ave E. Hopefully with the SR-167 extension, it'll move freight traffic off 54TH Ave E and Pacific Hwy. Maybe Pacific Hwy can be renamed Pacific Ave with traffic calming and safer sidewalks for pedestrians. Eventually, the 54TH Ave E overpass will need to be addressed, as it's hostile for pedestrians to cross. Minimum parking requirements should be eliminated and more bus service added to connect Fife's southern communities. A surface parking lot can easily be converted into housing, whereas a parking structure will be an eyesore for a pedestrian focused development. Portland Ave Station: My selection: Portland Ave Span Option, which straddles Portland Ave. The station that spans Portland Ave would be more pedestrian oriented than car centric. Even though it'll be loud with Sounder and Amtrak trains along with I-5 traffic, maybe this station can induce transit oriented development? Hopefully, a nice pedestrian path can be created under the Interstate to access the Emerald Queen Casino and other businesses south of the Interstate. However, I see there is a proposed option for a pedestrian bridge to cross above I-5. Hopefully, when SR-167 extension opens, it'll move the freight traffic away from Portland Ave. Maybe then traffic calming and better traffic light coordination can be implemented on Portland Ave. It would be a much safer and pleasant walk to and from the station and neighboring businesses. No private vehicle storage should be construction for this station. Tacoma Dome Station: My selection: ST's Tacoma 25TH Street – West Station preferred location. With this station selection, how do we make it look inviting underneath and not dominate Freighthouse Square, but compliment it? This station selection is good for connecting to the Pierce Transit bus system. As noted, it take advantage of two pre-existing and underutilized parking structures. Pierce Transit will need to adjust its schedules to compliment the light rail schedule or vice versa. More frequent bus service will be required from Pierce Transit. Maybe the #42 route should stop at the Tacoma Dome Transit Station and continue up McKinley Hill via East 26Th St., which would also avoid delays from Amtrak and Sounder trains on East D St. Having the light rail station north of the Dome will encourage denser development around the intersection of East D St. and Puyallup Ave to create a vibrant community.

Online open house submittal

Feb 8, 2025 11:00:12 pm

Briana Samuela

Do not move forward with any plans that involve removing the existing Freighthouse Square.

Online open house submittal

Jan 31, 2025 3:36:50 pm

Brett Santhuff

There is a lot to potentially comment on and I wish this comment portal was structured based on specific station locations. SF Station: 352nd Span seems the best alternative. A station that spans the street with entrances either side promotes options for access. This station is more equally centered between 548 and 356 which are major E-W circulators as well as on Enchanted Pkwy with good N-S traffic. This station seems to have less land impact and be more supportive in preserving space and encouraging adjacent transit-oriented development. Considerations should include enhanced non-motorized vehicle connections to neighborhood East of I-5 - potentially in alignment with 352nd. Fife Station: The Preferred Station location should only be considered if paired with a project providing an additional roadway and pedestrian connection over I-5 at 59th Ave (or 62nd) which enhances access to the station from areas South of I-5, establishes the station at the center of a more transit-oriented district, and alleviates some traffic from the major I-5 interchanges. Alternatively, the 54th Span station as presented in the draft EIS appears superior for its relationship to existing corridors and access. A station that spans the street with entrances either side promotes options for access. This station location seems like it would encourage adjacent transit-oriented development. I would suggest any station in this area address non-motorized access from area south of I-5 as the existing 54th pedestrian and cycling conditions are not safe. A consideration could be a pedestrian bridge in alignment with 58th Ave which would front the Casino and relate to the master plan for replacement of Fife High School. With a station in this area I also foresee needed signal or intersection improvements at 12th Street and Alexander and otherwise along 12th. These should be identified in the EIS. Portland Avenue Station: The Portland Avenue Span option appears superior. This is a tight area with limited opportunities for access and development. A station that spans the street with entrances either side promotes options for access is more supportive of maximizing the potential at this site and also creating a distinctive station architecture and identity. The station configuration with the center platform also seems superior in this option. Bus stops directly on Portland Avenue minimize the need for a route to shift to better serve the station. Station entrance West of Portland could be utilized from those using L-Street overpass at I-5 to access station from McKinley Hill area. Tacoma Dome Station. The station options that are located above 25th or 26th streets are very impactful and seem undesirable for the structures and shading of the street and public realm. Although I think there is a potential benefit to being closer to D Street with option at 26th, the tradeoffs are not worth it. The Close to the Sounder option at Freight House Square seems superior for connections to other modes and integration into the fabric of the city. The option needs to clearly identify and incorporate the community desire to recreate a food-hall / market type amenity into the base of the station. Retain the historic west end of Freight House Square while creating a "station architecture" which replace the west end. The station mezzanine level pedestrian overpasses with this station that connect to the parking garage and provide access over and to the Sounder platform are a great benefit. I would look for a station architecture which incorporates the columns and guideways into a food-hall / market base, with walls roofs that extend up to the station level and not just weather protection over the platform as illustrated in the EIS. Both the New Bus Plaza East of G Street and the 25th Street Two-Way Bus Plaza should be studied further in association with the Closer to Sounder option. Consider that

Puyallup Avenue has a scale and flow supportive of bus access and traffic and that 25th Street functions well as a drop-off / kiss & ride zone for the current Sounder / Amtrack uses and could continue to do so for light-rail.

Online open house submittal

Dec 18, 2024 9:26:18 pm

John Schneider

The SF 99-352nd Station, and its associated route appears to make the most sense, as a long-time resident of the area, and often have to pass through the areas in consideration.

From: Marie Sciacqua [redacted]
Sent: Tuesday, February 11, 2025 5:05 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Tacoma Dome Link

February 10, 2025

To: Sound Transit

Re: Tacoma Dome Link Extension/DEIS

Dear Sound Transit staff,

My name is Marie Sciacqua and I am a 49-year resident of the city of Federal Way.
I am writing in opposition to the DEIS statement at this time. I do not approve any option for the Tacoma Dome.
I will do my best to put forth the numerous reasons why this DEIS is not acceptable.
• Impacts to Tribal/historical lands
• Noise impacts air quality/health impacts
• Impacts to neighborhood cohesion. Affects affordable housing while imposing high density buildout.
• Residential displacement among historically disadvantage population.
• Construction impacts to minority owned businesses and business community as a whole.
• Environmental impacts/watershed importance
I have spent over countless hours trying to navigate these documents and have several concerns in your presentation, public outreach and data.
First and for most our Mayor, council, and citizens never voted to approve the light rail coming to/through our city. We have been forced to endure years of chaos due to the transfer station at S. 320th. This is the core of our city which should be an inviting place to live and visit. We are now subject to a massive cement overpass which blocks our downtown core as well as initiating complex traffic impacts, that will be on going for years to come. There is a lack of pedestrian access and safety with concerns to S. 320th transfer station.
The highest percentage of low income (33%) and minority (675) populations live along the Enchanted Parkway option. This as 13% HIGHER than Sound Transit Distribution as a whole.
Sound Transit has commandeered our 32sq. mile city and the Tacoma Dome extension will truly be detrimental to our environment, traffic, history, and mental health and well-being of our citizens now and for generations to come.
An insufficient amount of time (3 weeks) was given to review and absorb the 16 separate documents that are hundreds of pages each. While I can appreciate the public outreach efforts and the work put into these documents, I notice outreach was conducted back in 2018-19. Much has taken place from that time and our ever-changing community is not aware of what took place back then. I understand an open house or two was conducted recently, but again these sessions are token attempts as you are expecting the public to have done their research and been involved for years. The information is overwhelming and technical.
The public must decipher the four possible options which is difficult when you have put all options on one map. Your map does not give street numbers nor does it point out the eligible places for historic recognition.
I am confused as to why the I-5 option is even on the table. Since 2018-19, it has been decided by the federal Government that the tribes will not allow passage along their ancient cemetery located east of the Gethsemane cemetery. While I completely understand and support this decision and their long fight to protect this space, this puts all the south end of our city in peril.

There is no mention of the Olympic pipeline that runs down the west side of I-5. Pasts advocacy work omitted work being done on or near this aged-out structure, that was never installed with any environmental protections. This is a real concern.
We need to take care of our citizens in these difficult economic times not cause further strife by relocating homes and business, causing significant and lengthy traffic impacts and the removal of our historic structures and places.
The areas of deep ground disturbances are anticipated for approximately 85-90% of this project. Digging down 120-190 ft. to set the concrete pillars/track will no doubt affect the numerous wells and aquifers in the south end. We depend on our class A waters and it is imperative our resources are protected for future generations. I do not believe sufficient research regarding boring techniques nor the number of borings conducted is sufficient for Sound Transit or public to approve/disapprove. Only 20 out of 40 tests were carried out, is an example. Redacted information regarding possible archaeological sites while respecting the tribe, does not support DAHP in recognizing historic places.
There is a lack of information describing to the public the historical significance regarding persons, structures, and places. The Historical Society was not given an opportunity to review these documents nor did the Sound Transit Librarian come to our facility with specifics. More time is needed to reveal the historical significance of the Spring Valley area specifically. Your work to point out areas/structures to be eligible for the National Register omit important cohesiveness to the public. Naming a" school" or "community center" instead of defining the Harding School (our oldest school in Federal Way and the Harding Community it supported, or Brook Lake as JUST a community center.
The city is going to restore Brook Lake and Landmark it. This lack of information requires a deeper element of research and time to discover what and address or parcel conveys. The Spring Valley Montessori school has a deep integral history with people, preservation, education that has been a direct influence in our community and our Puget Sound area.
Your options take the rail line through our protected wetlands, conservation, and restoration areas. Millions of dollars have been spent to preserve these places but now are at great risk of losing their functionality and aesthetic appeal. The city 's Comprehensive Plan includes a walkable area along our wetlands as they run south supporting the Hylebos Creeks, both East and West sides of Pacific Highway. The rail line buildout will completely destroy the east branch of the Hylebos in my opinion, rendering our plans for restoration and education mute. The west branch is supported by the east branch and it must remain intact.
The uniqueness of the Hylebos Watershed is regarded as historic and significant. 92% of the watershed runs through Federal Way and what happens to the waters here matters greatly. The Hylebos shaped the Spring Valley community. The residents and indigenous revered the creek for its beauty, fish passage and wildlife, which reflects how and why people live/lived or visit this special place. Spring Valley is regarded in King County documents as well as the Hylebos Watershed and Lower Puget Sound as a HIGHLY sensitive salmon spawning area. The Puyallup and Muckleshoot tribes had ceremony and trade here in Spring Valley since time memorial. No mention of this did I find in your historic accounts. The creeks, wetlands are critical for fish species distribution. Sundance habitat, microbenthic invertebrate must make it to the Commencement Bay for a healthy salmon/fish habitat. They must travel via trees, water and rocks and cannot survive a culvert passage of any great length. Moving the Hylebos Creek was done along S. 373rd years ago, and it has been detrimental to the creek's functionality. Silt, erosion have kept the fish from returning to the conservation wetlands along 8th Ave.
The Hylebos Watershed Report was conducted back in 1991 with the input of 22 municipalities including the tribes mentioned and surrounding cities, such as Milton and Fife. This document is a roadmap for thoughtful development of the south end and warns greatly of never building with such disregard to the watershed. Such as Costco, Home Depot, Wild Waves and Enchanted

Parkway constructions. The Tacoma Dome Link Extension poses a real threat to retaining our history and natural setting of the South end of Federal Way.
South Federal Way Segment has a high environmental health disparity according to the DOH. (Environmental Health Disparities map. Our south end core will receive the same lengthy, off-putting, traffic, health and economic impacts that we are presently experiencing along our downtown core.
I whole heartedly request that the public be given ample time and correct information before we go any further.
Properly inform the public of tribal matters that affect our options of choice.
Put forth a comprehensive statement of the cumulative impacts to our city, environment, history and citizens for each option and aid the public through simple explanation in making a sound choice.
Thank you for your considerations and I am hopeful that more work can be done to protect and preserve the unique traits of our beloved city.

Respectfully,

Marie Sciacqua

Online open house submittal

Jan 28, 2025 11:20:29 pm

Tristan Scott

SF 99E sounds like the best choice. Having the light rail pinned to I-5 makes the whole project less desirable. We need even more light rail connections, including Renton.

From: Julie Seitz [redacted]
Sent: Tuesday, February 11, 2025 2:25 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Oppose DEIS statement at this time -- do not approve any option for the Tacoma Dome

Date: February 10, 2025
To: Sound Transit
From: Julie Seitz, City of Federal Way Resident
Re: Tacoma Dome Link Extension/DEIS

Dear Sound Transit staff,

My name is Julie Seitz and I am a 39-year resident of the City of Federal Way.
I am writing in opposition to the DEIS statement at this time. I do not approve any option for the Tacoma Dome.
I will do my best to put forth the numerous reasons why this DEIS is not acceptable.

- Impacts to Tribal/historical lands
- Noise impacts air quality/health impacts
- Impacts to neighborhood cohesion. Affects affordable housing while imposing high density buildout.
- Residential displacement among historically disadvantaged populations.
- Construction impacts to minority owned businesses and the business community as a whole.
- Environmental impacts/watershed importance

I have spent over countless hours trying to navigate these documents and have several concerns in your presentation, public outreach and data.
First and foremost our Mayor, council, and citizens never voted to approve the light rail coming to/through our city. We have been forced to endure years of chaos due to the transfer station at S. 320th. This is the core of our city which should be an inviting place to live and visit. We are now subject to a massive cement overpass which blocks our downtown core as well as initiating complex traffic impacts that will be ongoing for years to come. There is a lack of pedestrian access and safety with concerns to S. 320th transfer station.
The highest percentage of low income (33%) and minority (675) populations live along the Enchanted Parkway option. This is 13% HIGHER than Sound Transit Distribution as a whole. Sound Transit has commandeered our 32sq. mile city and the Tacoma Dome extension will truly be detrimental to our environment, traffic, history, and mental health and well being of our citizens now and for generations to come.
An insufficient amount of time (3 weeks) was given to review and absorb the 16 separate documents that are hundreds of pages each. While I can appreciate the public outreach efforts and the work put into these documents, I notice outreach was conducted back in 2018-19. Much has taken place from that time and our ever changing community is not aware of what took place back then. I understand an open house or two was conducted recently, but again these sessions are token attempts as you are expecting the public to have done their research and been involved for years. The information is overwhelming and technical.
The public must decipher the four possible options which is difficult when you have put all options on one map. Your map does not give street numbers nor does it point out the eligible places for historic recognition.
I am confused as to why the I-5 option is even on the table. Since 2018-19, it has been decided by the federal Government that the tribes will not allow passage along their ancient cemetery

located east of the Gethsemane cemetery. While I completely understand and support this decision and their long fight to protect this space, this puts all the south end of our city in peril. There is no mention of the Olympic pipeline that runs down the west side of I-5. Past advocacy work omitted work being done on or near this aged-out structure, that was never installed with any environmental protections. This is a real concern.

We need to take care of our citizens in these difficult economic times and not cause further strife by relocating homes and businesses, causing significant and lengthy traffic impacts and the removal of our historic structures and places.

The areas of deep ground disturbances are anticipated for approximately 85-90% of this project. Digging down 120-190 ft. to set the concrete pillars/track will no doubt affect the numerous wells and aquifers in the south end. We depend on our class A waters and it is imperative our resources are protected for future generations. I do not believe sufficient research regarding boring techniques nor the amount of borings conducted is sufficient for Sound Transit or the public to approve/disapprove. Only 20 out of 40 tests were carried out, is an example.

Redacted information regarding possible archaeological sites while respecting the tribe, does not support DAHP in recognizing historic places.

There is a lack of information describing to the public the historical significance regarding persons, structures, and places. The Historical Society was not given an opportunity to review these documents nor did the Sound Transit Librarian come to our facility with specifics. More time is needed to reveal the historical significance of the Spring Valley area specifically. Your work to point out areas/structures to be eligible for the National Register omit important cohesiveness to the public. Naming a" school" or "community center" instead of defining the Harding School (our oldest school in Federal Way and the Harding Community it supported, or Brooklake as JUST a community center. This lack of information requires a deeper element of research and time to discover what and address or parcel conveys. The Spring Valley Montessori school has a deep integral history with people, preservation, and education that has been a direct influence in our community and our Puget Sound area.

Your options take the rail line through our protected wetlands, conservation, and restoration areas. Millions of dollars have been spent to preserve these places but now are at great risk of losing their functionality and aesthetic appeal. The city 's Comprehensive Plan includes a walkable area along our wetlands as they run south supporting the Hylebos Creeks, both East and West sides of Pacific Highway. The rail line buildout will completely destroy the east branch of the Hylebos in my opinion, rendering our plans for restoration and education mute. The west branch is supported by the east branch and it must remain intact.

The uniqueness of the Hylebos Watershed is regarded as historic and significant. 92% of the watershed runs through Federal Way and what happens to the waters here matters greatly.

The Hylebos shaped the Spring Valley community. The residents and indigenous revered the creek for its beauty, fish passage and wildlife, which reflects how and why people live/lived or visit this special place. Spring Valley is regarded in King County documents as well as the Hylebos Watershed and Lower Puget Sound as a HIGHLY sensitive salmon spawning area.

The Puyallup and Muckleshoot tribes have had ceremonies and trade here in Spring Valley since time memorial. No mention of this did I find in your historic accounts. The creeks, wetlands are critical for fish species distribution. Sundiance habitat, microbenthic invertebrate must make it to the Commencement Bay for a healthy salmon/fish habitat. They must travel via trees, water and rocks and cannot survive a culvert passage of any great length. Moving the Hylebos Creek was done along S. 373rd years ago, and it has been detrimental to the creek's functionality. Silt and erosion have kept the fish from returning to the conservation wetlands along 8th Ave.

The Hylebos Watershed Report was conducted back in 1991 with the input of 22 municipalities including the tribes mentioned and surrounding cities, such as Milton and Fife. This document is a roadmap for thoughtful development of the south end and warns greatly of never building with

such disregard to the watershed. Such as Cosco, Home Depot, Wild Waves and Enchanted Parkway constructions. The Tacoma Dome Link Extension poses a real threat to retaining our history and natural setting of the South end of Federal Way.
South Federal Way Segment has a high environmental health disparity according to the DOH. (Environmental Health Disparities map. Our south end core will receive the same lengthy, off-putting, traffic, health and economic impacts that we are presently experiencing along our downtown core.
I wholeheartedly request that the public be given ample time and correct information before we go any further.
Properly inform the public of tribal matters that affect our options of choice.
Put forth a comprehensive statement of the cumulative impacts to our city, environment, history and citizens for each option and aid the public through simple explanation in making a sound choice.
Thank you for your consideration and I am hopeful that more work can be done to protect and preserve the unique traits of our beloved city.
Respectfully,
Julie Seitz
[redacted]
Federal Way, WA 98003

From: Derek SELLERS [redacted]
Sent: Friday, January 31, 2025 7:04 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Comment on DEIS

Hello,

Derek Sellers, resident of Edgewood. I have a few comments on the various alternatives under consideration in the DEIS.

For the South Federal Way segment, the optimal alignment in my view would be the SF-99 East route with the station at 352nd Street. In general my commentary will follow the theme of preferring routes that follow highway 99 as this provides greater opportunities for future transit oriented development around any potential infill stations, while building next to freeways drastically limits the amount of housing that can be built near the route and inhibits non motorized access. I think many of the stations on the Lynnwood Link section exhibit this flaw, though none worse than the 135th street infill station that is pinched between I-5 and a single family housing neighborhood on the other side of 5th Avenue with no real potential for access except by an occasional bus or by a long walk along busy thoroughfares.

The 352nd street station area is currently just occupied by a parking lot and an industrial business, which does not fit the surrounding sub-urban area well, so a station there would make much better use of the space without disrupting much commercial activity in the area. This would probably be my main station so I am hopeful coordination with pierce county transit to terminate the 402 line here is in the cards.

For the Fife alignment, the preferred alternative station is just fine, again I hope there is some coordination with the City of Fife to build access from the planned interurban trail expansion in the area to this station. Again an alignment that follows highway 99 would be best, with the one going along the Median being the best in my view, as this has the potential to calm traffic patterns in the area to make it more walkable.

For the Tacoma segment, my only comment is, please don't mess with Freighthouse Square. With another rail line coming in and with future improvements to Amtrak and maybe even Cascadia Rail it has the potential to be the Embarcadero of Tacoma. Leave this wonderful historical structure as is!

Regards,
Derek

Sent from my iPhone

Online open house submittal

Feb 7, 2025 1:00:44 pm

Colleen Sembar

For the South FW Station the light rail should continue to run along I-5. Have you ever been in the vicinity of Hwy 18 entering FW by 16th and Enchanted Parkway? There is so much traffic with people going to Costco, Home Depot, Lowes and then Walmart on the other side of Hwy 18 end of road. Sometimes the traffic is backed up nearly to Milton heading north, and nearly to the bottom of Hwy 18 heading west. More traffic to get to a station is NOT wanted. Not to mention what a nightmare that area would be during construction for two years. I'd need to find a new Costco, where I get prescriptions.

Online open house submittal

Feb 10, 2025 11:43:14 pm

Troy Serad

I support the Tacoma-Close to Sounder station location above Freighthouse Square (unless there are other serious negative consequences to building there that are presently unknown). Keep the approach guideway height as low as possible, and seek to build Tacoma Dome Station's platform as close to street level as possible. Ideally, Downtown Redmond Station would serve as the template. This is the best Tacoma Dome Station option of the current EIS alternatives. It would be nice to have had Puyallup Avenue as a baselining alternative to the 25th Street options (which could have avoided the destruction of Freighthouse Square). In its absence, we should move forward with an approach to Tacoma Dome using 25th Street. I support conducting a benefit-cost analysis or similar review of East Tacoma Station to understand its impact on the benefit ratio of the railway. Is it worth the cost it adds to the project in terms of complex trackwork, viaducts, and other civil features—as well as the cumulative annual delay it adds to most passengers as they head to and from Tacoma Dome? Every alternative should be designed to be able to interconnect with the T Line in the future, allowing for a seamless trip from Downtown Seattle to Downtown Tacoma. In other words, avoid very tall guideways that preclude a ramp that could bring the 1-Line down to street level in a reasonable distance, given the constrained environment to the west of Tacoma Dome Station. It is my opinion that the planning framework that underpins each alternative of the EIS should be reconsidered, particularly the lack of systems integration with the T Line. The failure to convert the T Line to the 1-Line standard, which was a past component project of Sound Transit Long Range Plans, complicates the design of the project significantly. Please estimate total light rail travel times not only from Tacoma Dome to major regional centers, but from Downtown Tacoma to regional centers as well. Thank you!

Online open house submittal

Jan 27, 2025 1:13:10 pm

Jennifer Shields

320th park & ride

Online open house submittal

Dec 21, 2024 10:13:04 pm

Laura Siegmund

The most impact is in the south Federal Way section. We are stuck with an environmental disaster or a residential or bison disaster. I'm a bit disappointed there isn't a better option. Like going on the other side of I-5. For the South Federal Way extension it will have to be the I-5 or orange one. We cannot make 40 people move their homes. That's insane. The preferred Fife station appears better. Also the Tacoma station should be walkable from the Sounder Train. That just makes sense.

Online open house submittal

Feb 4, 2025 1:57:05 pm

Gurpal Singh

I personally believe that a station along SB I-5 would be the best option. I currently spend quite a bit of my time in the Crossing. The LA fitness community would personally be affected by any other station due to traffic from commuters. The LA fitness provides a place for the federal way community to come together and stay healthy. If there is high traffic or excess cars in the area right next to it, it would create a congested environment discouraging people to. come that way. It would be a great dis service to patrons of the gym trying to get a work out in, play basketball with friends, use the pool to help improve mobility, etc.

From: Tyler [redacted]
Sent: Monday, January 27, 2025 6:11 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Freighthouse

Good morning

I was just informed that there are plans to destroy Freighthouse in Tacoma and displace all those local small businesses. This would damage the community and weaken the economy.

With everything going on in this country, it is important to support and help small independent business. The lightrail expansion has plenty of space to take up without destroying Tacoma's history.

Please leave Freighthouse alone.

Thank you

Tyler Smart

Public Hearing Testimony

Rob Smurm

Hello, I'm Rob Smurm. I don't really have anything. I'm kind of going off the cuff here, but I would like to state that I am in favor of the preferred alternative in this project.

I would like to see it set up in anticipation of perhaps a futurist forward funded project that works in perpetuity with the T Line extension past TCC through University Place, and have the Tacoma Mall and the Pacific corridor serve more of southern Tacoma at some point because those folks aren't being served with lightrail in the ST3 project.

I would be very curious to know with this project being funded through ST3 in 2016 if there's any way for the board to go back and figure out how to close the timeline on this.

I know they deferred it a few extra years. I'm sure that's from funding, an equation of funding and manpower, but I would love to see some solution to close that timeline so that this project could get completed and service the folks to the Tacoma Dome.

I would also be curious, and I've never been very clear on this, when comments are submitted on an EIS, are the raw comments put in front of the board's eyes or are they simply summarized by staff and put in front of their eyes?

If you could respond to me in some way with my email, I'd be very curious to know that for when I speak to you in the future. Thank you.

Online open house submittal

Feb 4, 2025 4:12:00 pm

Cam Solomon

All 4 options are going to have significant adverse impacts on the station area at the Tacoma Dome. You need to go back and revisit Puyallup Ave (24th) option. 24th will have the least impact to the nascent pedestrian corridor and 25th, and you won't have to demolish Frieghthouse Square. You also won't have to shut down T-Link, the only usable (higher frequency) transit in Pierce County for years, destroying what little local transit mobility and ridership exists in Tacoma. Connections to Sounder and Amtrak are simply not important. Most people will be transferring via bus. The bus transfers to and from 25th or 26th are incredibly poor. a Puyallup Ave alignment would allow to to drop at-grade, and perhaps actually get closer to Pac Ave, and actually marginally serve the actual city. Where, you know, the people and jobs are. Also you wouldn't need to substantially degrade the most productive bus route in Pierce County (the 1) by forcing it to deviate and truncate in an industrial zone. The stations at Portland and 25th West are in an incredibly hostile pedestrian environment, with heavy industry and a massive highway. Neither will get substantial ridership. Remove one or both. You really need to go back the drawing board. None of these options are an improvement over the express buses. If you can't do better, maybe just invest the money in the Sounder and Express buses.

Online open house submittal

Jan 16, 2025 7:54:47 am

Alexis Stillman

I am concerned there is not a plan to expand parking at the Tacoma location. An estimated increase of 1200 riders on a weekday is great but where are they going to park? I feel this needs a greater review that considers 1) impact of Tacoma Dome events on station parking, 2) impact should Home in Tacoma be adopted and less parking is required for new housing in the area, and 3) parking competition with other routes (newer link rail line to St Joes, sounder, Amtrak). Ample parking at all stops is essential to maximize residents utilization of the service. If not enough parking to guarantee utility, then the resources expended is not appropriate/wasteful. My other question/concern is why can the existing Sounder line not be utilized more often? There are many times that I would like to ride the Sounder from Tacoma to Seattle for sporting events but the train simply isn't running. If the Sounder ran more frequently, would this alleviate some of the problems that this proposed project is trying to fix? Would maximizing Sounder efficient and expanding it north from Sodo be a better option? Could Linkrail connect to Sounder station at Sodo for a transfer center? Even if the TLRE is needed, it is a decade away. Let's maximize existing public transportation to be as efficient and utilized as possible.

Online open house submittal

Jan 15, 2025 3:36:09 am

Christopher Stubel

In regards to the Tacoma Dome stations: Priority should be given to providing fast and convenient connections to other transit: the T line, sounder, Amtrak, and Tacoma dome parking garage. The 25th st W and Close to Sounder options are the best for this. The community can weather temporary closures of nearby transit stations to achieve this long term goal. Tacoma 26th Street Station is a terrible long term location. It is way too far from the connecting transit options. Sound transit should be prioritizing the long term light rail customer experience over impacts to local businesses and residents.

From: James Sullivan [redacted]
Sent: Tuesday, January 28, 2025 12:35 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Freighthouse Square Annexation

Dear Sound Transit

I hope this message finds you well. I am writing to express my deep concern over the proposed annexation of Freighthouse Square. As a beloved historical landmark in our community, Freighthouse Square stands as a symbol of our shared history. I urge you to reconsider any plans that would lead to its annexation and instead prioritize its preservation for future generations.

Freighthouse Square has been an integral part of our city's fabric, embodying the stories of countless individuals who have passed through its doors over the years. Its unique architecture and historical significance offer an invaluable connection to our past, and it serves as a living reminder of our city's development and the importance of maintaining our roots as we grow into the future.

Beyond its historical importance, Freighthouse Square continues to contribute to the vibrancy of our community today. The businesses and vendors housed within its walls create a space for connection, commerce, and culture, supporting local entrepreneurs and fostering a sense of pride among residents. To allow the demolition of such a space would be a tremendous loss, not only to the individuals who rely it, but to the collective spirit of the city itself.

Please, I urge you to take immediate action to protect Freighthouse Square from annexation and to work towards a solution that respects our history, supports local businesses, and enriches our community for generations to come.

Thank you for your time and attention to this critical matter. I look forward to your thoughtful consideration and hope to see Freighthouse Square preserved as a treasured part of our city.

Sincerely,

James "JD" Sullivan
[redacted]

Best regards,

- JD Sullivan

Online open house submittal

Jan 25, 2025 1:45:42 am

Ronda Summers

From Federal Way to the Tacoma Dome, I don't know how many businesses are set up along the freeway (I-5), but it does seem like a very viable route. Whereas what used to be called Highway 99 seems to be trickier, more difficult.

Online open house submittal

Feb 1, 2025 5:04:38 pm

Michael Tacher

Please take the Transit down Pacific Highway on either of the two alternatives and NOT along i-5. There are far more people who can access near Pac Highway, and it is less distracting to drivers along I-5.

Online open house submittal

Dec 16, 2024 11:47:00 pm

William Terrance

I would ask the consideration to not create the "tunnel" effect on E 25th St in Tacoma, this area is very busy and can feel oppressive without an overhead train station. I think the best option for this southern terminal station for the current light rail planning is on E 26th St. This is closest to Tacoma Dome and the LeMay Museum, both very popular locations for events. There is easy access to the Sounder, Amtrak, T-Line, and the current Pierce Transit transit hub on Puyallup Ave via walkways, elevators, and PIerce Transit's Tideflat Runners (along with ST and PT buses). The only other thing I implore before this is finalized is adding a new station at Porter Way in Milton, it is a sensible location for a station with a great deal of potential.

Online open house submittal

Jan 24, 2025 8:39:18 am

Kelli Tompkins

Freighthouse square is one of the best spots to eat in Tacoma - don't demolish this cultural icon

Voice message submittal

Juan Taurus

Hello, my name is Juan Taurus. I would like to talk about a Freighthouse Square. I hope they are. Um. Um. Businesses don’t go away. We are living near the area and we have visited this place so many times. We like the 25th or 26th alternative in any case. Thank you for listening. That's it.

From: Suzanne Vargo [redacted]
Sent: Tuesday, February 11, 2025 1:25 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Letter in response to the TDLE/DEIS

February 10, 2025

To: Sound Transit

Re: Tacoma Dome Link Extension/DEIS

Dear Sound Transit staff,

My name is Suzanne Vargo and I am a 55 year resident of the city of Federal Way. I am a member of the Historical Society of Federal Way and have served on their board for the past 8 years. I have been an environmental advocate for the Hylebos Watershed for the past 15 years.
I am writing in opposition to the DEIS statement at this time. I do not approve any option for the Tacoma Dome.
I will do my best to put forth the numerous reasons why this DEIS is not acceptable.

- Impacts to Tribal/historical lands
- Noise impacts air quality/health impacts
- Impacts to neighborhood cohesion. Affects affordable housing while imposing high density buildout.
- Residential displacement among historically disadvantage population.
- Construction impacts to minority owned businesses and business community as a whole.
- Environmental impacts/watershed importance

I have spent over countless hours trying to navigate these documents and have several concerns in your presentation, public outreach and data.
First and for most our Mayor, council, and citizens never voted to approve the light rail coming to/through our city. We have been forced to endure years of chaos due to the transfer station at S. 320th. This is the core of our city which should be an inviting place to live and visit. We are now subject to a massive cement overpass which blocks our downtown core as well as initiating complex traffic impacts, that will be on going for years to come. There is a lack of pedestrian access and safety with concerns to S. 320th transfer station.
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We need to take care of our citizens in these difficult economic times not cause further strife by relocating homes and business, causing significant and lengthy traffic impacts and the removal of our historic structures and places.
The areas of deep ground disturbances is anticipated for approximately 85-90% of this project. Digging down 120-190 ft. to set the concrete pillars/track will no doubt affect the numerous wells and aquifers in the south end. We depend on our class A waters and it is imperative our resources are protected for future generations. I do not believe sufficient research regarding boring techniques nor the amount of borings conducted is sufficient for Sound Transit or public to approve/disapprove. Only 20 out of 40 tests were carried out, is an example. Redacted information regarding possible archaeological sites while respecting the tribe, does not support DAHP in recognizing historic places.
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a roadmap for thoughtful development of the south end and warns greatly of never building with such disregard to the watershed. Such as Cosco, Home Depot, Wildwaves and Enchanted Parkway constructions. The Tacoma Dome Link Extension poses a real threat to retaining our history and natural setting of the South end of Federal Way.
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I whole heartedly request that the public be given ample time and correct information before we go any further.
Properly inform the public of tribal matters that affect our options of choice.
Put forth a comprehensive statement of the cumulative impacts to our city, environment, history and citizens for each option and aid the public through simple explanation in making a sound choice.
Thank you for your considerations and I am hopeful that more work can be done to protect and preserve the unique traits of our beloved city.

Respectfully

Suzanne Vargo
[redacted]

From: Lorelei Watson [redacted]
Sent: Wednesday, February 12, 2025 5:49 AM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Please Save Freighthouse Square & Local Tacoma Businesses

Dear Sound Transit,

For more than 5 years, we have taken the Tacoma Link (plus the ST Express Bus and Sounder) as our main mode of transportation for work, errands and recreation. We've experienced the positive impact of affordable, accessible and reliable public transit.

However, we've also experienced and witnessed the positive impact that Freighthouse Square has on Downtown Tacoma. Having lived across the street for 4 years, we've seen Freighthouse serve as a home for small businesses and individuals to foster community – for both locals and visitors. Please help Freighthouse Square continue to be part of what makes Downtown Tacoma great.

We are in support of these options:
— 25th Street East Alternative
— 26th Street Alternative

Kindly,
Lorelei & Nathaniel Watson

Online open house submittal

Jan 30, 2025 7:15:16 pm

Nanci Watson

The vague reference to two "known cultural resources adjacent to I-5" and "unavoidable impacts", is unprofessional and detracts from the argument being made. Historical description needs to include an estimate of how many people impacts and during what span of years. To go on without particulars and then claim that the unspecified issue cannot be avoided, without even explaining what and why, verges on the absurd. The people riding Sound Transit have housing costs and jobs to get too. These must be weighed.

Online open house submittal

Feb 9, 2025 11:49:35 am

Ryan Weldon

To whom it may concern: While I am excited about expansion of public transit options in the region, I strongly oppose any options impacting Freighthouse Square a (FHS) and the numberous small-businesses inside. FHS is a uniquely Tacoma experience where one can experience the eclectic combination of vendors and mom&pop restaurants inside a historical building. In the 5 years my family has lived in Tacoma, we've personally frequented the establishments there over two-dozen times often bringing family and friends to experience it as well. We purposely eat/shop here to support our local community and the entrepreneurs in these non-chain stores. If the building was demolished or the entrance impacted, the already struggling local businesses would have to struggle harder or even close. I acknowledge the attraction of having a consolidated, central transit center. But I argue that this convenience is not worth destroying part of the vibrant soul of our community. You have a tough choice and a long road ahead. I respectfully encourage you to consider the 25th or 26th street alternatives. Thank you for your time and for encouraging community feedback in your decision-making process.

Online open house submittal

Feb 9, 2025 1:18:02 pm

Paula Wheeler-Opheim

Please save FreightHouse Square. You can do this by using figure 2-36, or figure 2-34 for the Tacoma Dome Link Extension. FreightHouse Square has been around for decades(should be classified a historical building) houses around 26 small businesses, and hosts local events. It is a gathering spot before events at the Tacoma Dome. It is a landmark.

Online open house submittal

Feb 10, 2025 9:45:16 pm

Adrienne Wicks

Please do not destroy Freighthouse! Please preserve the historic structure.

Online open house submittal

Dec 20, 2024 8:59:02 am

Herschel Wilson

This plan should include retail regardless of where you put the station. We need more of it especially as the Dome area continues to add high amounts of residential. To me this station should somehow merge into Freighthouse square of it should be ultra easy for passengers to easily connect to various modes of transit. Not just simple walking the street. The sounder and Amtrak pose crossing risks. Do it great the first time so that we won't have bad situations later.

From: Leslie E. Young [redacted]
Received: Sun Feb 09 2025 12:56:43 GMT-0800 (Pacific Standard Time)
To: Sound Transit Agency <main@soundtransit.org>; RTA Main Mailbox <main@soundtransit.org>; RTA Main Mailbox <main@soundtransit.org>; CS Main <main@soundtransit.org>;
Subject: Freighthouse Square

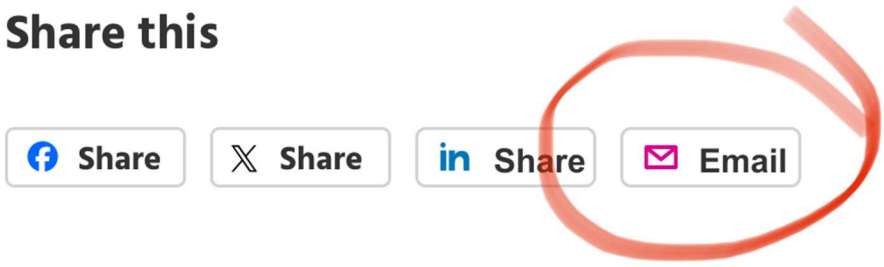
Hello!

Looking for where Sound Transit has a page/feedback/public comment request for the proposed Freighthouse Square development, as I'm not seeing one anywhere in the project list.

Have strong concerns about what I am hearing so far regarding potential demolition, lack of preservation processes, support for existing small businesses in the building, and outreach for public comment.

Is Sound Transit in touch with the Historic Preservation Dept. at the City of Tacoma about potential changes for this building?

Additionally, many blog posts show an email link, but when you push the "email button", it does not take you to an email address. It simply creates an a new email in my email program with no address linked (see screenshot).



Thank you,

Leslie

Leslie E. Young
email ~ [redacted]
mobile ~ [redacted]

"The master in the art of living makes little distinction between his work and his play, his love and his religion. He hardly knows which is which. He simply pursues his vision of excellence at whatever he does,

leaving others to decide whether he is working or playing. To him, he's always doing both."
- James Michener

~ sent from a mobile device, please excuse any delay or error ~

“Things don't just happen. They are made to happen.”

---John F. Kennedy

Online open house submittal

Jan 15, 2025 7:33:25 am

Saphronia Young

I think cultural and historical impacts should be spelled out. It is very difficult to assess these choices without the specifics. I had heard that one of the cultural / heritage / historical impacts could be to a residential center for indigenous children. It is absolutely imperative that we not destroy this piece of our history, lest we forget. Native people have already endured too much erasure of indigenous history (including the abuses suffered by colonization). ALSO, if the Red Lion is destroyed...okay, but how will Sound Transit compensate for the loss of the housing for unsheltered people? Those details are important to have an intelligent vote.

From: Yow-Hann [redacted]
Sent: Sunday, February 9, 2025 4:27 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Please don’t destroy Freighthouse

I love Freighthouse, please don’t destroy it as it is what makes Tacoma unique. The 25th st east alternative and 26th st east alternative are better options than impacting this heritage building and its businesses. It’s not only a good food court for commuters but also hosts many fairs and events that make Tacoma stand out in the puget sound.

From: Nathan Zager [redacted]
Sent: Sunday, February 9, 2025 9:37 PM
To: TDLE Draft EIS <tdlinkdeis@soundtransit.org>
Subject: Comment on South Federal Way portion.

Hello,

I am a home owner on a side street of SW 374th Street, for full disclosure. I would be directly impacted by this. Specifically [redacted]

Please, I am begging the city, do not select any of the Pacific Highway options (SF-99 West or SF-99 East). We already have a ridiculous middle lane barrier on the highway, due to the lack of a turning lane. This would make access infinitely worse. We are good people, and we keep getting the short end of the stick!

If the 99 must be built on, please consider either:
1. A station mid-way on 99, between South federal way and Fife stations, so at least we get something out of this.
2. Buyouts for relatively nearby homes in the Ballinger Zone. We have enough problems to deal with due to limited city assistance thanks to this ridiculous zoning remnant. Adding a train would only exacerbate things.

Thank you,
-Nathan Zager